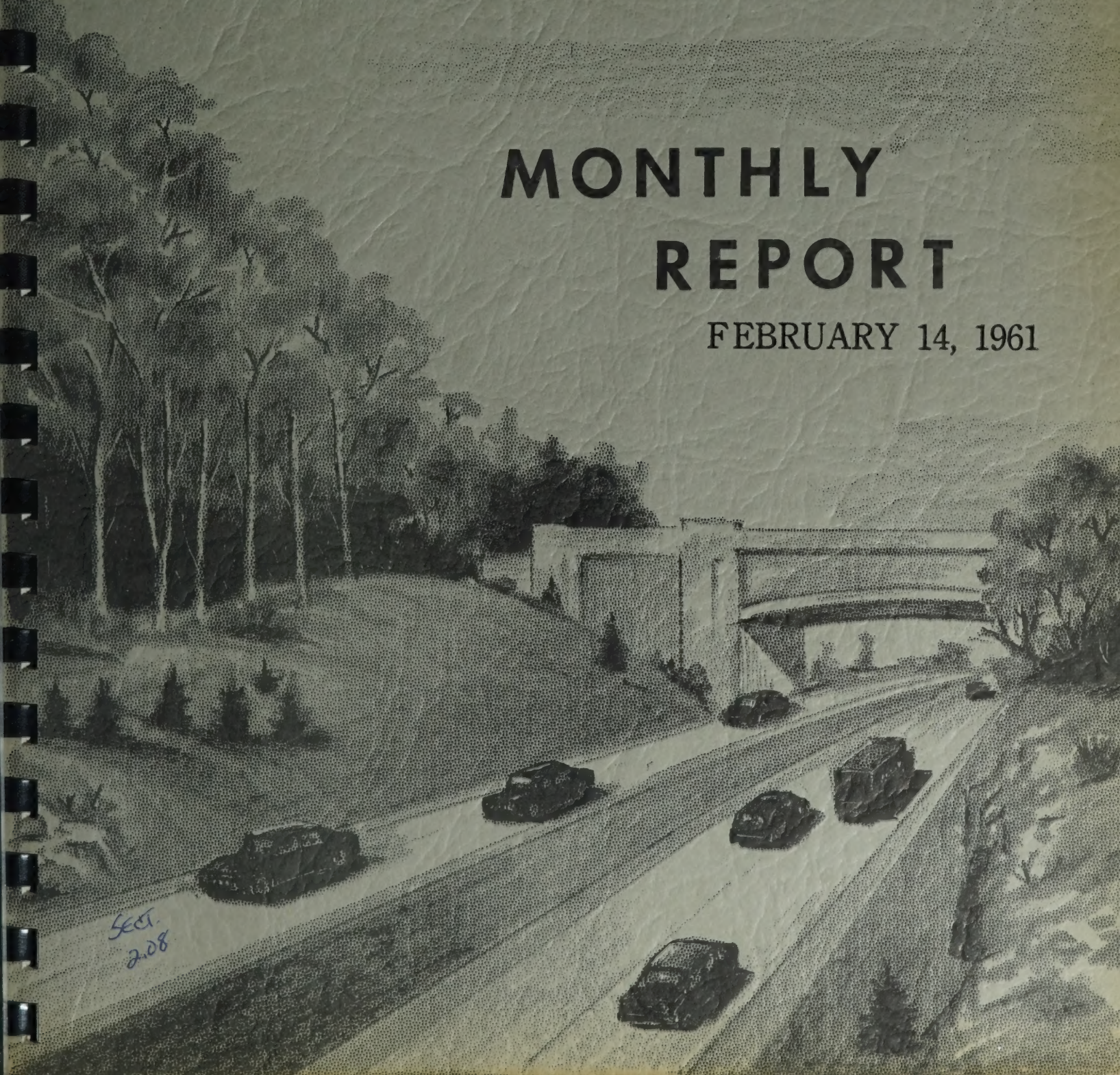


REPORTS-
MONTHLY

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

FEBRUARY 14, 1961



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ESSEX EAST-WEST FREEWAY

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The Highway Department's plan for financing the added cost of building the Essex East-West Freeway as a depressed, rather than an elevated route, was unveiled by Governor Robert B. Meyner at a special meeting in Newark February 11.

The plan provides for the New Jersey Highway Authority to issue \$38 million worth of bonds to accomplish the following objectives.

The issue would finance \$13 million needed for depressing the Freeway along 80 per cent of its length from Newark through West Orange; pay for an interchange with the Garden State Parkway; and provide the funds needed for improvement of congested Parkway interchanges in Essex County.

In return, tolls would be allowed on the presently toll-free section of the Parkway in Essex County. These tolls would rid the Parkway of congestion which delays through toll-paying motorists. Elimination of the congestion in Essex County would avoid the probability that the Highway Authority might well in the future be unable to meet its bond obligations, requiring the State to make good on its guarantee of \$285 million worth of the Authority's bonded indebtedness. Construction of the interchange with the Freeway, not contemplated under any other plan, would further enhance the Parkway's fiscal condition and, at the same time, take some traffic off local streets which those motorists now accustomed to riding the Parkway free of charge might want to use under the proposed arrangement.

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ESSEX EAST-WEST FREEWAY, contd.

along with Governor Robert B. Meyner those attending the meeting were Commissioner Dwight R. G. Palmer and several members of his staff; Mrs. Katherine Elkus White, Chairman of the Highway Authority, Commissioner Sylvester Smith, Commissioner John B. Townsend, D. Louis Tonti, Executive Director of the Garden State Parkway, Comptroller Felix McGuire and counsel for the Parkway. Also Henry Russell, of Hawkins, Delafield & Wood; Edward Wemple, of Coverdale & Colpitts; William Bruce, of Parsons, Brinckerhoff, Quade & Douglas; Senator Donal C. Fox; Assembly Speaker LeRoy J. D'Aloia and other members of the Essex Assembly delegation; the Mayors of the four affected municipalities, Orange, West Orange, East Orange and Newark and representatives of the two local newspapers and the two major wire services.

Published accounts of the meeting and editorials regarding the plan have been favorable. Senator Fox has introduced enabling legislation S-102 which is ready for passage in the Senate at the Legislature's next meeting.

SNOW REMOVAL COORDINATION

As a result of the severe blizzard in December, followed up by lesser snowstorms, many residents of the State were aroused at what appeared to be a lack of efficiency on the part of municipal officials responsible for snow removal. This was in contrast to commendations received by the State Highway Department for its snow removal operations.

SNOW REMOVAL COORDINATION, contd.

It was felt that a series of meetings with municipal officials and other concerned with the problem might help develop practical solutions, as well as give road maintenance and snow removal forces at all levels of government an opportunity to explore their mutual difficulties and air any recriminations which might have arisen as a result of lack of coordination.

The first such meeting, held in the Department's Newark garage January 25, concentrated on traffic tie-ups on Truck Routes 1 & 9 through Elizabeth, Newark, Kearny and Jersey City. The meeting was opened by Commissioner Palmer supported by Department staff members and was attended by representatives of Elizabeth, Newark, Kearny and Jersey City, the State Police, the State Division of Motor Vehicles, the Port of New York Authority, the New Jersey Turnpike Authority, the New Jersey Truckers Association, and the AAA.

The meeting resulted in crystalization of the overall problem into 10 main points. There was general agreement on the need for legislation designed to prevent abandonment of stalled vehicles in the traveled way. Two follow-up conferences have since been held with individual municipalities and agencies.

Another meeting in Delaware Township, focused on Route 130 in Camden County, produced similar results. It was suggested that motorists who fail to take proper precautions for travel during snowstorms, and tie up traffic as a result, be penalized under the existing point system.

SNOW REMOVAL COORDINATION, cont'd.

The snow removal problem was also highlighted on Governor Robert B. Meyner's regular weekly television-radio program, "Report to the People", pre-recorded for broadcast February 19. Members of the Department's Maintenance Division discussed the problem in detail with the Governor, accenting the basic "snow rules" developed by the Department for safe travel during snowstorms.

The Department has since launched a long-range program to put these rules, in written form, into the hands of the motoring public well in advance of next winter. The cooperation of several private groups, such as major truck, bus and oil companies, has been assured. For the balance of this winter, the Department plans an accentuated public information program, designed to reach as many motorists as possible through press and radio announcements similar to those designed to inform the public of conditions on commuter railroads during storms.

During the most recent heavy weekend storm, the Maintenance Division carried out a "massive assault" on the metropolitan area around Newark, bringing all available heavy equipment from as far south as Vineland and as far west as Blairstown. The effort to open up the roads for Monday morning traffic proved completely successful.

NJEA CONFERENCE

Commissioner Dwight R. G. Palmer addressed the annual Legislative conference of the New Jersey Education Association on Saturday

NJEA CONFERENCE, cont'd.

morning, February 11. In his talk before the group the Commissioner stressed the need for improvement and addition of the State Highway System and urged an annual increase of \$60 million in road construction programs to meet this need.

A complete text of the Commissioner's address is included in this report.

ROUTE 322 IMPROVEMENT

The Department will hold a public hearing on March 9 in Folsom, Atlantic County, on its plans to improve another 10.5 miles of Route 322.

At the hearing Department engineers will outline their plans for converting the existing three-lane highway to a new four-lane width by adding additional roadway base and placing a bituminous concrete surface over both the existing pavement and the new base. New storm drain facilities will be installed and hard surfaced shoulders, ten feet wide, will be built along the widened roadway's edges.

The project, expected to get underway this spring, will be the fourth step in an overall Route 322 improvement project that has thus far extended 13.4 miles from McKee City westerly to Eighth Street in Folsom.

The proposed improvement will be the final link in joining the easterly and westerly four-lane sections of this highway.

NEW OVERPASSES

Two dangerous traffic crossings will be eliminated shortly through the construction of modern overpass interchanges, the construction of which will get underway shortly. On January 19 the Department received bids for the construction of one of these facilities at Mountain Avenue and Route 22 in Somerset County. The overall project will include an overpass to carry Mountain Avenue over the heavily traveled U.S. 22; a system of interchange traffic ramps to provide for safe flow of traffic between Route 22 and Mountain Avenue; two additional through-traffic lanes in the area of the new overpass; resurfacing approximately 3,000 feet of the highway centered on the improvement and constructing a continuous concrete center barrier on Route 22 for the same distance.

The Mountain Avenue overpass is designed to carry four lanes of traffic on a reinforced concrete roadway deck 46 feet wide. Concrete sidewalks, each six feet wide, will flank the roadway along the 230-foot long bridge structure.

The second new at-grade intersection elimination project will be carried out at the junction of Ridgewood Avenue and Route 17 in Paramus, Bergen County.

Bids on this project will be received March 2. In addition to the overpass and ramp system to be constructed, the project will include

NEW OVERPASSES, cont'd.

closing 22 openings in the existing center island of Route 17.

Upon completion of this project practically all of the troublesome center island openings of the Route will have been eliminated.

The actual construction work should get underway within three weeks after bids are received.

INTERSTATE ROUTE 95

The list of construction projects now underway to bring the Bergen-Passaic Expressway into reality between Route 17 and the George Washington Bridge was expanded during the past month when bids were received on construction of a 1,500 foot long viaduct to extend from Grand Avenue, Englewood, to west of the Erie Railroad in Leonia.

The structure will be 169 feet wide and carry 10 lanes of Route 95 traffic. It is to be completed by June 1, 1962.

This new project brings to eight the total of Bergen-Passaic Expressway construction projects now underway and swells the dollar total of construction to nearly \$40 million.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Jan. 11 - Meeting with Mr. Bruce Wallace, General Counsel of the Delaware River Port Authority, concerning contemplated extension of the Port Authority into areas to be used for highway projects.

Met with General Counsel of the Associated General Railroads of New Jersey re legislation in which they have an interest.

Jan. 12 - Addressed New York meeting of the National Retail Association on the subject of transportation.

Jan. 13 - Met with Mr. William O'Connor, Executive Secretary of the New Jersey Motor Truck Association, for discussion of speeds, weight and other aspects of the trucking industry.

Participated in meeting at New York with officials of the Port of New York Authority and Mr. Arne Whiprud, New York Director of the Bi-state Transportation Agency, re bi-state transit matters.

MEETINGS, cont'd.

Jan. 18 - Met with railroad labor officials (engineers, trainmen and clerks) of affected municipalities re waterfront area problems preliminary to anticipated tugboat strike.

Discussion of Newark area studies with our engineering representatives and Newark officials.

Met with Mr. Earl Moore, President of the Central Railroad of New Jersey, re matters affecting CRR operations.

Jan. 19 - Discussed financial aspects of proposed Essex East-West Freeway financial aid with bond counsel and Newark officials concerned with finances.

Attended meeting in the Port Authority's New York offices with Authority officials and New York's representative on the Bi-state Transportation Agency.

Jan. 20 - Further meetings with rail labor representatives re waterfront problems attended to tugboat strike.

Jan. 23 - Met with Senator Walter Jones and Port Authority Executive Director Austin J. Tobin re Hudson & Manhattan Railroad problems.

MEETINGS, cont'd.

- Jan. 24 - Visited by Senator Fox and some of his associates re projects of interest to Essex County.
- Jan. 25 - Participated in first of several planned Departmental conferences with municipal officials re coordination of snow removal operations. (Note report)
- Jan. 26 - Attended hearings of the Special New Jersey Senate Com-
27 - mittee under Senator Farley investigating financial structure and operations of the Port of New York Authority. Text of the Commissioner's testimony is included in this report.
- Jan. 27 - Further discussions with Newark area financial people re Essex East-West Freeway financing.
- Jan. 28 - Met with New York City officials for discussion of matters of mutual interest.
- Jan. 30 - Met with the chairman of the board and president of Fidelity Union Trust re overall transportation planning in the Newark area as well as new routes contemplated.
- Jan. 31 - Visited by Mr. Zucker, Executive Director of the New York City Downtown Association, chairmaned by Mr. David Rockefeller, re programs to cope with the movement of people and goods.

MEETINGS, cont'd.

Feb. 1 - Discussed rail legislation matters with officials of the Public Utilities Commission.

Met with representatives of the Budd Company of Philadelphia re railroad passenger car design, cost and delivery as well as possible finance procedure required of New Jersey public carriers.

Feb. 2 - Met with financial and engineering representatives of Newark re Essex East-West Freeway.

Made the annual trip of the State Chamber of Commerce to Washington, D. C.

Feb. 6 - Visited by Senator Harper re matters of interest in Sussex County.

Feb. 8 - Met with Senator Fox re Essex County transportation situation and legislation in connection with proposed Essex East-West Freeway.

Visited by secretary and public relations representatives of the Associated General Contractors of New Jersey re employment situation and action we propose as relief.

MEETINGS, cont'd.

Feb. 9 - Visited by Mayor Clarence Sprinkle of Jackson Township, Ocean County, re anticipation of 1961-62 Herrick Act funds. We were able to assure him the Department could coincide with his planning.

Feb. 10 - Visited by Camden Mayor Pierce and other area officials preparatory to engineering meeting on possible alignment and profile of Interstate 80S (North-South Freeway) to Ben Franklin Bridge and discussion of high speed line.

Feb. 11 - Attended and addressed annual legislative conference of the New Jersey Education Association.

Afternoon meeting with Governor Meyner and Essex County officials re Essex East-West Freeway (Interstate Route 280) financing plan.

Feb. 14 - Attended annual dinner meeting of the New Jersey Freeholders Association at the Stacy-Trent Hotel.

BIDS RECEIVED

Jan. 19 -	Route U.S. 22 - Mountain Avenue Overpass Bound Brook and Bridgewater Township Somerset County. <u>Hess Bros., Belford</u>	\$ 869,556.80
Jan. 19 -	Route U. S. 130 Electrical Installations Burlington and Camden Counties <u>Gerald Elec. Constn. Co., Almonesson</u>	49,654.70
Jan. 26 -	Interstate Route 95 Overpass Construction over Northern RR of NJ and relocated Flat Rock Brook Englewood & Leonia, Bergen County. <u>Poirier & McLane Corp., New York City.</u>	3,745,206.00
Feb. 9 -	N. J. State College at Paterson Grading and Paving Parking Area Wayne Township, Passaic County. <u>Central Construction Co., Clark</u>	<u>66,995.96</u>
	<u>Total Bids Received</u>	\$ 4,731,413.46

CONTRACTS AWARDED

Jan. 25 -	Route U. S. 130 Electrical Installations Burlington and Camden Counties. <u>Gerald Elec. Constn. Co., Almonesson</u>	\$ 49,654.70
Jan. 31 -	Route U.S. 22 - Mountain Ave. Overpass Bound Brook and Bridgewater Township Somerset County. <u>Hess Bros., Belford</u>	869,556.80
Feb. 6 -	Interstate Route 95 Overpass Construction over Northern RR of NJ and relocated Flat Rock Brook Englewood & Leonia, Bergen County. <u>Poirier & McLane Corp., New York City.</u>	<u>3,745,206.00</u>
	<u>Total Contracts Awarded</u>	\$ 4,664,417.50

BIDS TO BE RECEIVED

- Feb. 23 - River Street Construction
Hudson Street to Lafayette Street
Little Ferry and Hackensack, Bergen County.
- Feb. 23 - Bridge Painting
Eight contracts.
- Mar. 2 - Route 17
E. Ridgewood Avenue Interchange & Island Closings
Paramus, Bergen County.
- Mar. 9 - Weed Spray
Herbicide Chemical Spray Treatment
Two contracts -
"North" - "South"



Highway Commissioner Dwight R. G. Palmer outlines route of proposed Essex East-West Freeway (Interstate 280) to Governor Robert B. Meyner at February 11 meeting in Newark at which the Governor announced a plan for financing the differential in cost between an elevated and depressed facility.



Mr. Jack F. Andrews, Director of the Department's Division of Maintenance and Operations, addresses first joint conference of State Highway and municipal officials aimed at coordinating snow removal efforts. The meeting was held January 25 in the Department's Newark office building.

CONTINUING
MASS
TRANSPORTATION
IN
NEW JERSEY

Testimony By
Dwight R. G. Palmer, *Commissioner*
New Jersey State Highway Department
Division of Railroad Transportation
Before The
Special N. J. Senate Committee
Investigating Financial Structure and Operations
of the Port of N. Y. Authority

January 26, 1961

In recognition of a growing crisis in mass transportation State Highway Commissioner Dwight R. G. Palmer was directed by Governor Robert B. Meyner late in 1958 to study New Jersey's rail commuter problem and make recommendations toward its solution. As a result on March 12, 1959, the State Legislature created, within the State Highway Department, a Division of Railroad Transportation. The Division has since conducted extensive studies into all phases of mass transportation, produced a working program that has met with wide acceptance, and assured continuance under contract of 95% of our car-miles of passenger service.

IT IS A PLEASURE to have the privilege of appearing before this committee of the Senate, affording me an opportunity to reflect some of the experiences and factual situations that we have met with in our attempts to carry out the responsibilities which the Chief Executive and you have delegated to the Division of Railroad Transportation. With your permission I will proceed to outline the various facets of what so many term "our transportation problem".

REVIEW

At an increasing rate our railroads have had to face up to not alone a decline in passenger travel but substantial inroads on their freight carriage.

Passenger trains in New Jersey have declined by 24% and passengers by over 40% in the last ten years. The railroad's share of nationwide intercity freight traffic has dropped from 65% of the total in 1947 to 45% in 1959. Keeping pace with this decline, working capital has all but disappeared; on an average the New Jersey carriers have less cash than is required to meet payrolls for one month.

The number of railroad employees in New Jersey has declined in the past 3 years from 30,300 to the current low figure of 21,000.

So much for the basic compilation of figures that portrays the effects of our population shifts, change in our travel habits and our preference, if you will, for "store door delivery" rather than utilizing several lines of transportation from origin to destination.

There has been a multiplicity of studies, countless commissions and associations engaged in surveys of our metropolitan areas. A perusal of these reports impresses one with the great detail and statistics of the majority of the reports. The supervisors of such compilations undoubtedly were sincere and felt they were pursuing the proper course and yet years after all these facts were presented we find ourselves about to go "down the drain" traffic-wise.

Most of these plans proposed expenditures that staggered the imagination. The likelihood of ever converting such plans into "pay dirt" and a practical solution had about as much chance as would the financing of Captain Stormfield's visit to heaven, as described by Mark Twain.

So gentlemen, in 1959 our commuter problem was brought into sharper focus by the action of the U.S. Supreme Court permitting the New York Central Railroad to discontinue ferry service from Weehawken to Manhattan. This same year a rush of service curtailments and fare increase petitions flooded our regulatory agencies and one of our busiest New Jersey commuter railroads posted notice that all service would be discontinued. Governor Meyner then assigned the problem to me, first directing my associates and me to provide means of transportation for those 3,000 odd commuters that otherwise would have been stranded when the Weehawken ferry shut down. Within a few months our Legislature responded by establishing the Division of Railroad Transportation. We had adopted a new philosophy; that the job of the Highway Department was one of moving people and goods—not just providing highway alignments for vehicles to travel. This concept was the keystone of the integration of transport facilities in New Jersey; for we recognized that the suburban railroads were essential allies of the Highway Department in meeting the daily peak travel demands of our citizens.

We had not worked long with the problem before we realized that the essential ingredient needed to aid in the solution of our problem was money. Conscious of the general rejection of the Metropolitan Rapid Transit Commission plan to tax real estate to meet deficits in its proposals, we developed a different approach. An examination of the operation of the New Jersey Turnpike indicated the availability of sufficient surplus funds to take care of rail transportation difficulties as well as other transport needs, and do this after meeting commitments to all holders of Turnpike securities. However, the public decreed otherwise and denied to us the use of these funds.

After the defeat of the referendum we reviewed our studies of the rail passenger situation. The results of these studies were set forth in detail in our report to the Governor and Legislature dated April 4, 1960. This report recommended that in order to forestall a complete breakdown of rail services that the carriers be placed under contracts to operate specified trains at established rates. The contracts, we hoped, would assure a continuity of service for our citizens even though they were considered a "temporary expedient" to be pursued, say, for a period of three to five years, during which time a long range improvement plan could be put into effect.

Legislation enabling such contracts was introduced in the Senate in May of 1960. It was passed with dispatch in both houses, the Legislature exhibiting a keen understanding of the problems and the seriousness of the consequences should the State fail to take action to ease the financial burdens of the rail carriers. The mechanics for placing carriers under contracts were clearly set forth in the Passenger Service Act.

Four steps were involved.

1. First determine what rail passenger service is "essential in the public interest".
2. Hold hearings and make known to the public such determinations.
3. File determinations with the Secretary of State.
4. Negotiate contracts with the carriers.

With regard to determining what service was "essential in the public interest" the Act set forth seven standards to be given consideration in making the determinations.

Although the Act does not compel railroads to participate in the program, the contracts that are now in effect have insured the continuation of 95% of the car-miles of passenger service operating in the State.

The first year's contracts required that:

1. All service be continued as set forth in the contract.
2. One-day round trip excursion tickets be restored or put into effect at rates 50% more than the one-way ticket.
3. The basic and commutation rates as set forth in the contract be continued for the life of the contract.
4. Additional service be operated on some lines for a period of six months to see if patronage could be developed.

Now, permit me to return to our April 4 Report. Along with the passenger service contract program we recommended that the state participate in the Camden area rapid transit development program by providing \$1,000,000 per year for three years to be used for grade separation structures on the Camden-Kirkwood Line. The \$1,000,000 for the first year was appropriated. But unfortunately, progress on this development has not reached the point where the authorities administering the project have use for these funds.

In the north metropolitan area our recommendations included consolidation of the Jersey Central and the Pennsylvania pas-

senger services over the New York and Long Branch operating the trains through to Pennsylvania Station, Manhattan and a rerouting of all the main line service of the Jersey Central to Penn Station in Newark. Certain of these suggestions are still under study. We also recommended that the Port Authority play a significant part in improving the facilities for the interstate movement of our citizens. In this regard I am fully aware that there are those who suggest that the Port Authority should take over the financial responsibility and deficits of all commuter railroads in New Jersey and New York even at the risk of jeopardizing the Authority's credit standing and depleting its reserves below levels set by indenture agreements.

Considerable time has been devoted to reviewing the Port Authority's capabilities, as well as responsibilities, insofar as commuter rail transit is concerned. Our conclusion as stated in the April report was that:

"The Port of New York Authority should not, in our opinion, be handed New Jersey's rail transportation problem, nor should it become responsible for the New York subway system or for rail transportation for Westchester or Long Island. We are certain however, that the interstate aspects of the rail movement of persons and goods such as purchase and lease of new Hudson and Manhattan commuter cars and the purchase of the existing interstate railroad ferry boats, do come within their obligations. The foregoing fully recognizes the importance of maintaining the Port of New York Authority's commitments and credit requirements."

In other words, we became convinced that the Port Authority's responsibility in the rail transit field should be concerned principally with the interstate aspects of the problem as the Authority is an interstate or bi-state agency. Our recommendations were consistent with that philosophy.

I arrived at this conclusion relying on years of experience in private enterprise. My own career has been one of a businessman in the industrial field where the courageous survived—where the complacent were left behind and where competition took care of the rest. I have had responsibilities of meeting a payroll—a payroll that each year sought to improve the standards for our workers—and to satisfy the demands of shareholders also. The Port Authority in my opinion must make money and accumulate reserves for the rainy day if it is to be equipped to

meet the needs of our two states of New York and New Jersey. It does not have general taxing powers. Its only taxes are the tolls it collects from the users of its facilities. Its shareholders are the public, you and I, and the institutions that buy the bonds. Since the cost of financing often determines the feasibility of a project it stands to reason that you and I get more for our toll dollar in the way of modern and safe facilities if we make certain that the credit rating of the Authority remains intact.

Now let's talk specifics for a moment. The Authority has sizeable revenues and reserves. And, while I do not have the 1960 figures, reports are that gross revenues in 1959 totaled \$105 million and the several reserve funds totaled \$71 million. Now as soon as "reserve funds" are mentioned it is assumed by some that such reserves are "available" or uncommitted. Such is not the case, as I understand it. These revenues and reserves are pledged and committed by contract to the investors in Port Authority bonds as security for the re-payment of those bonds and for contingent liability in connection therewith, and they may not be legally diverted. For instance, to strengthen its credit position the Commissioners of the Authority have adopted a policy to commit retention of reserves in an amount equal to two years debt service. The \$71 million in all Port Authority reserve funds at the end of 1959 was just about equal to the following two years debt service on all bonds. The Authority is required to hold in reserve 10% of its outstanding indebtedness—and this amount at the end of 1959 was \$57 million. Such revenues and reserves cannot be regarded as uncommitted funds. Diversion of these funds moreover might jeopardize the carrying out of future work authorized by the Legislatures of New Jersey and New York by inviting higher financing costs. Certainly the consequences of such an effect, from the standpoint of the growth and prosperity of this area, must be carefully considered.

The matter of the pooling of net revenues from all the Port Authority's facilities, as authorized by the Senate in 1931, has received some attention of late. By pooling the revenues, a credit base was established to facilitate financing of projects like the bus terminal serving New Jersey commuters, the third tube of the Lincoln Tunnel, the Hoboken Piers, Port Newark, Port Elizabeth, and Washington Heights Bus Terminal which

will principally serve New Jersey commuters. Indeed, it is the pooling of such revenues, as I see it, that will permit financing the purchase and rehabilitation of the H & M Railroad. It is clear to me that the action of the New Jersey and New York Legislatures in authorizing the pooling of Port Authority revenues and the creation of reserves has made it possible to provide many public transportation facilities that we may not have had otherwise. With the needs for expanded and additional transport projects rearing up in every direction it seems that the principles which enabled the Authority to accomplish so much in so short a time and so efficiently should prevail.

Now most of us realize that the matter of credit is not an exact science. The credit of an organization depends on quite a few factors; past performance, efficient management and calibre of personnel and markets for the product the institution has to sell; and last but not least—what investors think of the operation as a financial risk. It is, in the final analysis, the practical assessment of being repaid money that they lend to it. This latter reason, I am certain, is why the Port Authority last September, in presenting to this Committee the plan to acquire the Hudson and Manhattan Railroad, talked in terms of what might be done rather than to state positively what would be done. You will remember that they said the Port Authority might be able to sell bonds for the acquisition and modernization of the Hudson and Manhattan Railroad and at the same time continue the financing of the States' vital port development programs provided investors could be given assurance that investments in rail transit matters would be limited. The Authority also wanted assurance that the key recommendations in our April report would materialize and pointed out that fair financial terms for both the purchase of the H & M properties and the Pennsylvania Railroad operating agreements must be obtained. As I see it, from my personal point of view, acquisition of the H & M is a must. All our plans hinge on it. To insist on terms unacceptable to investors or terms that invite high interest costs might cause delays that will render our efforts "too little and too late." It gets down to how badly we need the H & M—do we want it on the investors terms or not at all—it is as simple as that.

The H & M railroad provides a vital link in our interstate

transport network. It is essential to both states that it not only continue but that it be rehabilitated to more conveniently serve our citizens. The cost of purchase, renovation and a new fleet of cars may be over \$80,000,000. The H & M is in the last phase of reorganization that, when accomplished, will separate the Manhattan Real Estate from the Railroad properties. The reorganization document now before the I.C.C. provides that sufficient cash be transferred to the separated Railroad Company to permit normal operation for a period of only two years. Extraordinary demands on its resources such as a prolonged strike, would substantially shorten the period it could operate without public assistance. We did not include the H & M in our contract program because of its interstate nature. We have insisted that it be put under bi-state regulation and that its rehabilitation be a bi-state venture. The Port Authority is the logical agency to do this—it has agreed, as just outlined.

I feel certain that you gentlemen of the Legislature have been and will be increasingly in touch with our transportation needs. I am also convinced that the Port Authority's responsibilities will be better met by preserving a sound credit base.

PASSENGER SERVICE DEFICITS

Leaving the H & M now and discussing New Jersey railroads, it is generally known that rail service has been under regulation since passage of the Federal Interstate Commerce Act in 1873. Out of regulation has grown a requirement for railroads to follow a Uniform System of Accounts in reporting annually their entire operations. Since 1933 the carriers have been required to separate revenues and expenses of operating passenger service distinct from that of freight operations. The I.C.C. rules require that railroads divide all expenses into:

1. Expenses related solely to freight service.
2. Expenses related solely to passenger and allied service.
3. Expenses common to both.
4. Expenses related to neither.

These separation rules require the carriers to assign the expenses that are "directly or naturally" assignable either to the freight service or to the passenger and allied services to such services. The only additional guidance provided for assignment of an item of expense as either direct or common, is whether the

service performed or the use of the facility is related solely to freight or passenger service or is common to both. In general, the common costs are then allocated to the freight and passenger services in the proportion that the common physical units of each service, such as gross ton-miles, car-miles, train-miles, etc., bears to the total. The I.C.C. measure of the passenger service deficit is the amount by which the total of the solely related and common apportioned costs exceed the revenues. The revenues can usually be traced to their origins in either passenger or freight activities.

The I.C.C. does not require costs and revenues to be separated at state lines nor does it require passenger services to be subdivided between long haul and suburban or commuter traffic. The I.C.C. procedures produce system-wide results for operation of both passenger and freight services. In New Jersey we are primarily interested in the net from the suburban passenger operations, therefore, a further breakdown of solely related and also apportioned costs is essential. To determine such costs for a particular railroad it may be necessary to:

1. Separate cost and revenues at state borders.
2. Separate costs solely related to long haul through trains.
3. Allocate costs of through trains carrying New Jersey passengers.
4. Separate costs and revenues related to head-end operations.
5. Determine share of cost of operating terminals in adjoining states assignable to New Jersey service.

The deficits from operating passenger service in New Jersey, as contained in our April report, were compiled by the railroads with our accountants asked only to review methods used by each carrier in arriving at the figures. This past fall, however, we embarked on a program to draw up agreements with each carrier participating in the contract program setting forth, item by item, procedures to follow in order to develop:

1. Passenger service costs within the borders of the State of New Jersey, giving consideration to the share of the cost of operating terminals in adjoining states assignable to New Jersey operations.*

*Subsequent studies proposed by the Division will further separate the costs within the state of through train operation. Costs pertaining to the strictly commuter trains will then be known.

2. Separation of costs and revenues relating to head-end business.
3. Effect of transporting "free" passengers.

Work has progressed with four of the five carriers now under contract towards drawing up a satisfactory cost analysis agreement. Because of inherent differences between the carriers, procedures and formulas for arriving at the New Jersey passenger loss must be tailored somewhat differently in each case. For instance, the Pennsylvania Railroad's New Jersey passenger operations are split between two regions. As a practical matter, each region must be the subject of a special study. In addition, the Pennsylvania terminal in New York is in one of these regions and its costs must be accumulated separately and then spread over the applicable states. There are accounting differences between railroads even though they must all follow I.C.C. accounting rules. However, methods of accumulating accounting data may differ greatly. Information readily available on one railroad may be virtually impossible to obtain on another. Thus a procedure which gives the best results on one railroad may not be entirely practical for another.

In order to make the agreements as consistent as possible, our Certified Public Accountants are first familiarizing themselves with both the physical and accounting characteristics of each carrier. This is being done by interviewing key people on each railroad and examining books and records in each department. Subsequently, each of about 150 line item accounts will be reviewed to make certain their make-up properly portrays New Jersey operations. These agreements, after review by our Railroad Division, will be the framework of a contract between each carrier and the State with regard to arriving at passenger service losses. The carriers will be required to submit annually costs so determined and future service contracts will contain clauses obligating the carriers to this procedure. Our accountants will spot check the compilations.

This procedure will give the State annually the "facts of life" regarding deficits and on a basis both meaningful and reasonably comparable for all rail carriers.

FINANCIAL CONDITION OF NEW JERSEY RAILROADS

Our April 4 Report listed the deficits for all carriers operating

passenger service in New Jersey. For the year 1959 the total loss was in excess of \$27 million based on I.C.C. full cost allocations. Deficits in 1960 are expected to be of the same order. Higher basic and commutation fares are now in effect although these increased revenues might be entirely absorbed by higher wages contained in the new labor agreements and by higher payroll taxes resulting from increases in Railroad Retirement Benefits.

Following are some statistics pertaining to the financial structure of major New Jersey railroads:

Pennsylvania Railroad

The Pennsylvania provides service in New Jersey through its ownership or lease of affiliated companies. The majority of New Jersey trackage, including the Pennsylvania Railroad main line between Newark and Trenton, is actually owned by the United New Jersey Railroad and Canal Company which is operated by the Pennsylvania Railroad on a 999-year lease on a fixed rental basis. The Pennsylvania owns 51% of United New Jersey capital stock with a book value of about \$25 million. The Pennsylvania Railroad also has the following major holdings affecting New Jersey service:

1. 50% of the New York and Long Branch Railroad stock with book value of \$2 million—the Jersey Central owns the balance. This enables Pennsylvania Railroad trains to operate between Perth Amboy and Bay Head.
2. 100% of Pennsylvania Tunnel & Terminal Railroad stock with a book value of \$25 million. This company owns the trackage and tunnel from Harrison, New Jersey to Long Island City.
3. 66-2/3% of Pennsylvania-Reading Seashore Lines common and preferred stock, each carried at a book value of 50¢. The Reading owns the other 1/3.
4. 85% of West Jersey & Seashore Railroad common and 68% of preferred stock having book values of \$7.4 million and \$90 thousand respectively. This railroad is leased to the Pennsylvania-Reading Seashore Lines for 999 years on a fixed rental basis.
5. 44% of Lehigh Valley Railroad stock of which 26% is owned directly with a book value of \$20 million and 18% of which is owned by the Wabash Railroad. The

Pennsylvania Railroad has a 99% common stock ownership of the Wabash.

The Pennsylvania, we understand, has made an offer to other Lehigh Valley shareholders to exchange their stock for Pennsylvania Railroad stock on the basis of one share of Pennsylvania for 2-3/8 shares of Lehigh Valley. Full ownership of the Lehigh Valley would enable the Pennsylvania Railroad to effect some economies through coordination of services, and also apparently pave the way toward a rumored merger of the Norfolk & Western, and the Lehigh Valley. 33% of the Norfolk & Western is owned by the Pennsylvania.

The Pennsylvania has paid dividends on its common stock for 113 years. Payments per share for the past 10 years are:

1951	-	\$1.00	1956	-	\$1.55
1952	-	1.00	1957	-	1.25
1953	-	1.50	1958	-	.25
1954	-	.75	1959	-	.25
1955	-	1.50	1960	-	.25

In 1959 this company netted an income of \$7,200,000 from its system operations and investments, but reported a deficit of \$37 million from its passenger business, approximately \$7 million of which accrued on New Jersey suburban traffic. For the first 11 months of 1960 the company operated at a \$5,000,000 deficit and is expected to end the year with its second deficit in 115 years. The Pennsylvania's system passenger loss for 1960 may have reached \$32,000,000 including an estimated \$7.5 million occurring in New Jersey.

Erie-Lackawanna Railroad

The former Erie and Delaware, Lackawanna & Western Railroads received approval for a merger of the two carriers from the Interstate Commerce Commission and began operation as a single company on October 17, 1960. The merged company owns about 30% of the Lehigh & Hudson and most of the stock and bonds of the New Jersey and New York Railroad.

The Erie paid dividends on its common and preferred stocks in 1953 through 1957; preferred only in 1958 and 1959 and none in 1960.

The Lackawanna paid \$1.00 a share in 1955 and 62½¢ in 1957. In 1956 it distributed 2 shares of Nickel Plate stock for every

33-1/3 shares of D.L. & W. stock. No dividends were paid in 1958-59-60.

In 1959 the Erie and Lackawanna operating separately had a combined loss from all operations of about \$10,000,000 with a passenger loss of nearly \$8,000,000, practically all of which was accumulated in New Jersey.

The merged company reports a \$16,000,000 deficit for the first 11 months of 1960 and expects a passenger loss of \$8,100,000 for the year in the New York area.

New Jersey & New York Railroad

This railroad is in receivership and under control of a Trustee. Actual operation of the line is under the jurisdiction of the Erie-Lackawanna Railroad. Reorganization plans anticipate that the line will eventually be absorbed by the Erie-Lackawanna. No dividends have been paid since this railroad went into receivership in 1938.

Reading Company

The Reading, has a 56% interest in the Central Railroad Company of New Jersey with a book value of \$16 million, however, the Baltimore and Ohio Railroad holds 42% of the Jersey Central stock. The Reading also owns one-third of the common and preferred stock of the Pennsylvania-Reading Seashore Lines.

In 1959 this company paid \$2.00 per share on preferred and 2nd preferred stock, and 50¢ per share on common. In 1960 dividends were \$2.00 on preferred, 50¢ on 2nd preferred and none on common stock.

The Reading had net income of about \$1.8 million in 1959 but a passenger loss of \$7,000,000. For the first 11 months of 1960 net income was \$1.1 million but the passenger loss for the year will again approximate \$7,000,000, however, only about \$50,000 of this amount is applicable to New Jersey.

Central Railroad of New Jersey

The Jersey Central owns 50% of the New York & Long Branch Railroad stock. The last dividend on Jersey Central stock was paid in 1931.

In 1959 this railroad lost about \$2.8 million, however, its passenger deficit was about \$6.3 million, virtually all of which

accrued in New Jersey. For 11 months of 1960 the railroad showed a net loss of \$3.4 million and the passenger deficit for the year is expected to reach \$6,000,000.

We have emphasized in the past that federal legislation is necessary to assure that financial benefits from any state or local government program are excluded as an income tax liability of the carriers. Otherwise they might lose to the Federal Treasury more than one-half of every dollar received from carrying out their contracts with the State.

I have consulted tax authorities in Washington and laid some of the ground work for such legislation with our New Jersey delegation. The matter is not of immediate concern, however, as the rails' fiscal posture is such that no income taxes are currently being paid.

The Pennsylvania Railroad has not paid federal tax since 1954, although two of its subsidiary companies had tax obligations in 1958 and 1959.

The Erie and Lackawanna Railroads last paid tax in 1953; the tax paid by each in 1954 was later refunded. The Jersey Central paid taxes in 1956, 1957 and 1958, however, these were refunded as a result of subsequent losses. None of the other passenger carrying railroads have incurred federal tax obligations in recent years.

In discussing the financial situation of the New Jersey roads it has often been suggested that in bankruptcy lies a solution—that possibly the rails should be encouraged to take the paupers oath to shed themselves of their fixed charges. In railroad parlance fixed charges are limited to debt and interest obligations.

Bankruptcy in itself would not be the answer—for the amount of the passenger deficit exceeds the fixed charges on several of our carriers. We believe it necessary to find a more constructive answer to the dilemma.

THE ROLE OF THE RAILROADS IN NEW JERSEY'S ECONOMY

All of us are familiar with the commuter service operated by New Jersey railroads and how essential this service is to the economy of many of our communities and here I wish to emphasize the absolute interdependency of all our communities and counties. We are a state that is one unit of interest and

I regret to have to note that the contribution to sustaining the state-wide economy made by the railroad industry is too frequently overlooked.

For instance, railroads during 1959 provided jobs for an average of 21,000 people in New Jersey with an annual payroll of \$128,500,000. These carriers also spent an estimated \$47,200,000 in the state during 1959 for operating supplies, fuel and new equipment. New Jersey's state and local governments received over \$18,000,000 in taxes from the railroads in 1959 and again in 1960.

New Jersey's railroads comprise an immense plant of tracks, stations, shops, signals and rolling stock. Within the state, 12 Class I lines operate a network of 1,899 miles of road. In addition nine Class II lines operate 186 miles of track, and two switching and terminal companies serve the area. The railroads in New Jersey originated a total of 9,900,000 tons of rail freight in 1959 and terminated another 29,800,000 tons.

Industry in our state could not exist at its present level were the rails to be idle. Property values would drop and many businesses would suffer were a cessation of operation to occur.

CONTINUING THE CONTRACT PROGRAM

We recognize that a need for a general revitalization of railroad passenger service is essential if the trend away from the rails is to be arrested. The carriers now, I believe, realize that the public must be satisfied if public support is to be continued. Notwithstanding their strained fiscal situation, the carriers have at least expressed a desire to initiate improvements for their commuters. For instance, one railroad polled its passengers to determine public reaction to its service. The response was excellent and this railroad has found it possible to satisfy most complaints concerning cars by setting up a continuing program to improve interior and exterior car cleanliness and fix all windows so they serve passengers' comfort—not their discomfort.

Other railroads have somewhat similar programs to inaugurate if new contracts are executed. It must be recognized, however, that these efforts, while commendable in themselves, represent only an attempt to keep existing equipment comfortable and presentable.

The average age of railroad suburban passenger cars is over 35 years and lack of funds for many years has forced the railroads to defer maintenance on items not connected with safety. The total deferred maintenance on just passenger cars in the New Jersey suburban service we estimate is now over \$9,000,000. To this must be added similar deferred expenditures on locomotives, roadbed, communications and stations. Merely to rehabilitate present equipment or to provide replacement with modern cars will require millions of dollars and several years to accomplish. Additional sums must also be spent on supporting facilities.

Another carrier has advised that under a new contract it will relax restrictions on the use of commutation and one-day bargain tickets, and all contracting railroads have agreed to work with the Division to revise schedules where necessary to provide the best possible service to the public.

In considering the extension of the contract program, it might be well to examine what might have happened had the program not been in existence during the current fiscal year.

It is certain that applications would have been made by the railroads for withdrawal of a considerable number of suburban passenger trains and on some branches complete abandonment of service. It is also probable that instead of the reduction in fares accomplished by the contract program through the establishment of one-day bargain tickets, the railroads might have been seeking still another increase in their rates.

In fact, the contract program has not only kept trains running but it has been directly responsible for the addition of 13 trains on three railroads. These services are being operated on an experimental basis by the railroads in an endeavor to stimulate passenger travel.

Without any qualifications we in the Division of Railroad Transportation are convinced that the Passenger Service Contract Program must be continued for several years, and I have requested funds to finance it for the fiscal year 1961-62. Most of you know that funds for the current program have been made available from the highway construction budget which, in my opinion, is not conducive to general public approval. Subsequent appropriations are requested to be made from the general fund. I am also convinced that with a modest budget for contracts we will bring about some badly needed

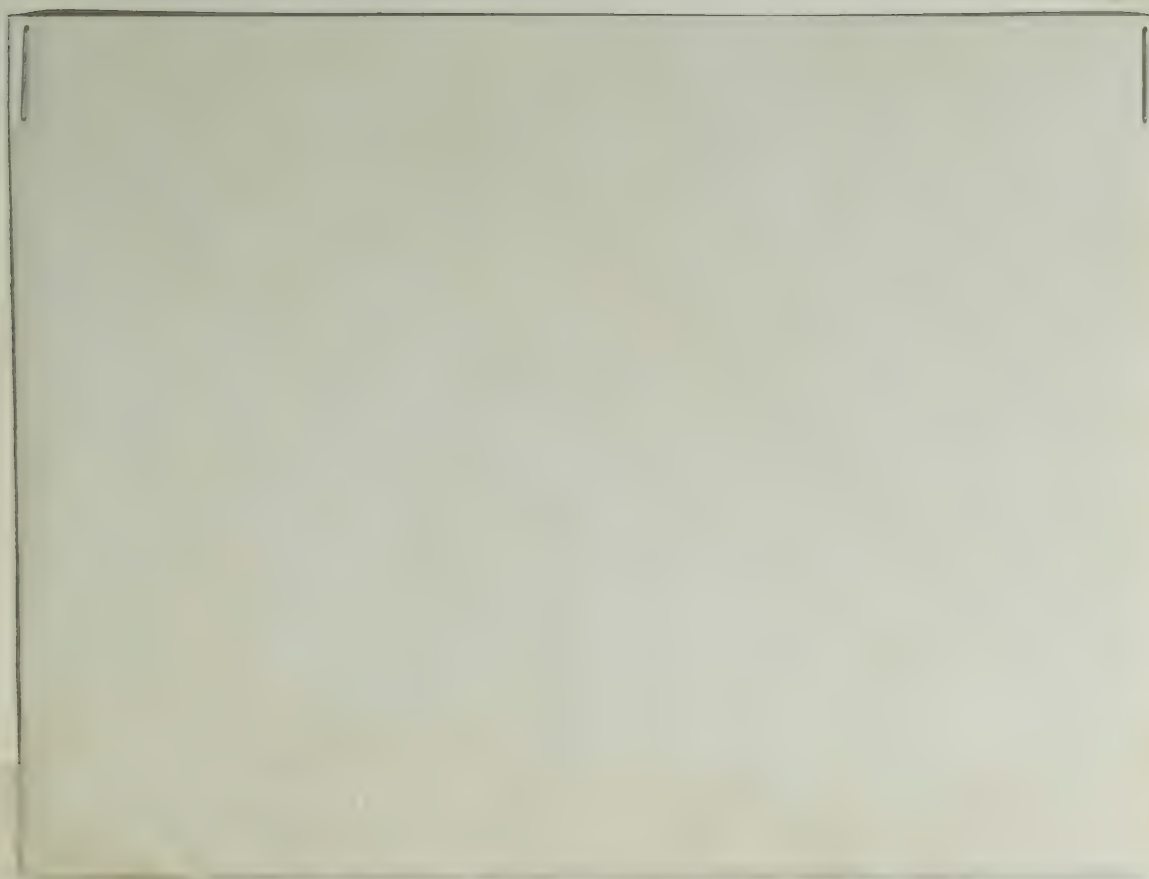
service improvements. We are working on new schedules to improve express service from the outlying areas and are cognizant of the need for better on-time performance on some of the routes.

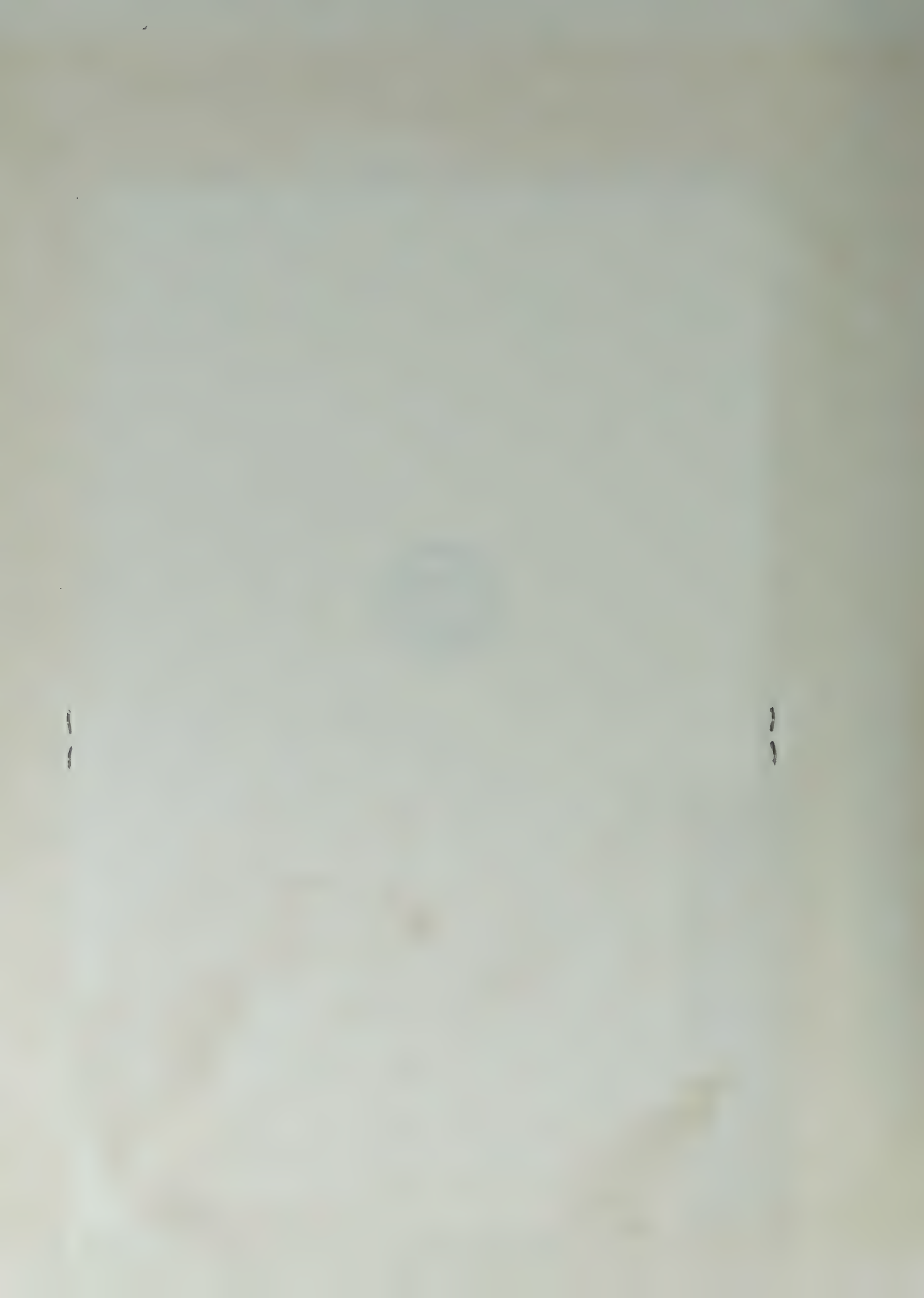
There can be no doubt that the maintenance of passenger train service under the contract program has saved the jobs of many railroad employees residing in New Jersey. For example, one railroad has stated unequivocally that no employee directly related to passenger train operations has lost his job since the effective date of the contract.

After all, Senators, the maintenance of essential employment is one of the mainstays of our state's economy and we in the Division of Railroad Transportation endeavor to keep before us as broad a horizon as possible giving due consideration to all facets of our economy.









Future Highway Needs
Annual Legislative Conference
New Jersey Education Association
Stacy-Trent Hotel - Trenton, New Jersey
February 11, 1961

Dwight R. G. Palmer
State Highway Commissioner

Mr. Chairman, Distinguished Guests, Ladies and Gentlemen:

It is indeed a privilege to share with my fellow cabinet members, Commissioner Tramburg and Dr. Raubinger, the friendly spirit and inspiration of a group such as is assembled here today. This privilege is emphasized because you have contributed so much to our way of life, not only in the field of education, but in all areas of civic influence. You have had not only the opportunity, but the actual devotion to duty needed to mark out a pattern for our "today" and you have it within your power to create an even stronger and more effective pattern for our "tomorrow" and for the future generations who will inherit its benefits.

As teachers and administrators, you know that many of our present day difficulties can be traced to a lack of proper planning and a shortage of personnel to administer the job. Too often, each generation looks to the next to handle the future. Too often, we fail to recognize that new and expanding problems must be met as they develop. Unless this fatal habit of procrastination can be corrected, there will be no worthwhile "tomorrow". Before we realize it, the "future of yesterday" will become "today", and we will have missed the "brass ring" -- the chance to solve our problems while they are still little ones.

Each generation has the opportunity and the obligation to clear out some of the "jungle growth" and pass on to the next generation a cleaner and more advanced area in which to operate. The next generation after our present one will, as we all know, be greatly augmented. One of our first duties should be to prepare for it a proper "home" -- the proper environment, in terms of the responsibilities we will discuss today, in the areas of schools, public institutions and, if you will, means of transportation. The time is already past when we can afford to "sit on our hands". That is why meetings like this one today are so important, for it is people like yourselves who must provide the intellectual and moral driving force to insure that our mutual objectives are attained.

Dr. Hipp, in suggesting that Dr. Raubinger, Commissioner Tramburg and I explain the "why" of our endeavors in Education, Institutions and Agencies and Highway management, recognizes that our respective responsibilities are vital elements of that great mosaic we term, the Sovereign State of New Jersey. In fact, our three departments account for 76 per cent of the expenditures recommended by Governor Meyner in his 1961-62 budget message to the Legislature last Monday. The "lion's share" of state employees are on our payrolls and the three departments are responsible for all but a small portion of the money allocated in the annual "state aid" and "capital improvements" budgets. Since the Governor has proposed putting about 355 million dollars in our hands during the year starting next July 1, we certainly have an obligation to explain why we need it. And, since

we are daily faced with problems which cry aloud for actions and the funds to support them, I am sure I speak for Dr. Raubinger and Commissioner Tramburg in saying it is a real pleasure to tell our troubles to sympathetic ears.

Now State highways form only a part of New Jersey's transportation needs. I could easily spend another afternoon with you talking about rapid transit, or about county road needs, which are backlogging at an alarming rate. Additional funds are badly needed in both of these areas, but unfortunately the State budget, even with some tax increases, will only stretch so far.

To give you a clear understanding of the highway situation in New Jersey, permit me to review some relatively recent history. Twenty-five years ago, New Jersey was famed for its modern system of State highways. Engineers came from other states and nations to see our divided highways, traffic circles, cloverleaves, and our then famous Pulaski Skyway.

The Highway System was well abreast of traffic demands when World War II came along; it was then that new highway construction in the State came to a virtual halt. And after the war, we experienced a "traffic explosion" similar in many respects to the expansion in school enrollments with which you are all too familiar. Between 1945 and 1960 New Jersey motor vehicle registrations more than doubled, and travel on State highways almost tripled. Many of the roads built

for pre-war traffic are now loaded to double their capacity. This cannot help but reduce safety, and in all too many locations, traffic jams and high accident and fatality rates have become the rule rather than the exception.

Despite this post-war "traffic explosion", when travel on our highways was expanding threefold, only enough money was made available at the Federal and State levels to add 75 miles to the Highway System. You have seen the result - in many places our roads were so crowded we would have been glad to put them on "split sessions" as some of you have done with overburdened classrooms.

In the face of this lack-luster record, the Highway Department determined that the future highway needs of the State must be made a matter of public record - a "target" for all to see. So, we made a 15-year projection of population, registration and travel, and an analysis of new movements of travel. Completed in 1956, this study formed the basis for New Jersey's first "Master Highway Plan".

Although our projections have been confirmed by the Automotive Safety Foundation (a national service organization), we have every reason to believe them to be very conservative, especially since publication of the 1960 census figures. These figures show that in the ten-year period between 1950 and 1960 New Jersey's population grew an astonishing 24.9 percent. This is more than twice the rate of growth of New York and three times the rate of Pennsylvania. New Jersey is now the most densely populated State in the nation.

Educators are talking about how the post-war baby "crop" is growing up and passing from high school to college. I might also point out that at the same time they are passing from bicycles to automobiles, so your and our problems again run parallel.

Here it might not be amiss to note the challenge all of us must meet in our respective fields and that is, what to do about the eight or nine hundred thousand boys and girls who will not take college courses and another group of almost one million each year who drop out some time prior to graduation from high school. It is true we need trained and well educated people, however, we also need true worth and character in the hundreds of, may I say, obscure positions that are none the less not only important but essential in carrying out the operations of the various functions of our economy. This is a real job for all of us. The big question is, how to make the best use of our human resources straight across the board, not just those that it is easy for us to train and to assimilate.

Now, to return to highways, We for our part, are widening our highways and constructing new ones as fast as funds become available. Population growth of itself requires prompt action to modernize our highway system, but it is only part of the over-all picture. New Jersey's geographic location is also an important factor. Thirty percent of the population of the United States live within a 250-mile radius of Trenton and we merge with the great metropolitan areas of both New York and Philadelphia. Although 80 percent of our

traffic is self-generated, we still are the corridor through which flows the greatest concentration of interstate travel in America upwards of a quarter of a billion interstate crossings are recorded here each year.

Traffic in New Jersey is unequalled anywhere in the world. It is five and one-half times the national average and three and three-quarter times greater than on the State Highways of New York. At many locations on the present State System more than 100,000 vehicles a day are recorded, with peak loads in excess of 135,000.

With these facts in mind, let me present the 1975 picture and the conditions that our analysts feel will prevail:

1. Motor vehicle registrations will increase from the present 2,400,000 to 3,700,000 - a net gain of 1,300,000 vehicles.
2. Statewide travel, now 25 billion miles a year, will increase to 47 billion miles.
3. Travel on the State Highway System alone will increase from the present 8 billion miles to 20 billion miles.

I need not label these figures as startling, they speak for themselves. It is evident that we must start now to prepare for this traffic deluge or face increased accidents, fatalities, higher operating costs, increased travel delays and a strangled economy.

And, when we realize that it is entirely probable these figures are on the conservative side we can see how serious is the task confronting us. But before we tackle a job, we need specific answers to the questions, "What must be done?" and "How much will it cost?"

It was to determine the answers to these questions that the State Highway Department undertook the development of its Master Plan. While this plan is based on the traffic needs of 1975, it should be emphasized that a great many of the projects contained in it are today urgently needed.

Without burdening you with details let me answer the question, "What must be done", in this way:

1. We must construct 821 miles of freeways extending into every county of the State. These will be limited access highways where ingress and egress will be limited to prescribed points of interchange. In many ways these roads can be likened to the Garden State Parkway except that they will be toll-free.
2. The Master Plan also calls for the widening or dualization of about one-half of the existing 1850-mile State System. Such improvements would be similar to the recent modernizing of Route 1 between Trenton and New Brunswick with which some of you are familiar.

That in brief is what must be done. I say "must" because there can be no alternative except traffic strangulation, increased loss of life and a general down-grading of our economy and if you will, of our way of life.

As to the second question, "How much will it cost?" Well, on the basis of 1956 dollars the cost of the Master Plan was estimated at between \$2-3/4 and \$3-billion, probably closer to the latter figure. However, as you and I know, since it is seldom that prices go down, it is probable that the cost will rise in the years ahead.

For the past three years the Department has been engaged in the construction of the New Jersey sections of the 41,000-mile system of Interstate and Defense Highways. When completed these routes will total 368 miles in length and therefore will comprise less than half of the 821 miles of required freeways. Because the Federal Government pays 90 percent of the cost of the Interstate Routes, these roads should be completed by 1975, providing, of course, Federal funds continue to be available. The need to find the money for the balance of 453 miles of required freeways is obvious. The big question is, "How and when can we obtain these funds?"

The best estimate possible at this time shows that if Federal and State funds continue at the present level, we will be about one billion dollars short of the amount necessary to construct the required improvements. Briefly, we should spend upwards of \$60,000,000 a year more on construction than we are spending at present.

But highway needs extend beyond the mere construction of roads. Once constructed and opened to traffic these roads must be maintained, and the greater the mileage the more the cost of maintenance. Reliable estimates place these added costs at double the present

amount within 20 years. So any estimate of highway needs must take into consideration this factor. Dollar-wise it means maintenance costs, including snow removal, will rise from \$14,000,000 a year to \$28,000,000 a year.

You may be interested to know that New Jersey is one of a relatively few states that permit the diversion of motor vehicle revenues to non-highway purposes. The proposed budget for 1961-62 is based on collection of some \$196,000,000 in motorists' revenues. Almost \$86,000,000 would be appropriated to the Highway Department, as follows:

\$20,389,000	to maintenance and operations
2,872,000	to debt service
45,491,000	to construction
17,094,000	to counties and municipalities
100,000	to operation of our railroad transportation division

The balance of the \$196,000,000 or \$110 million, is distributed as follows: \$20,000,000 goes to the operation of such agencies as the State Police, Division of Motor Vehicles, Division of Motor Fuel Tax, Delaware River Joint Toll Bridge Commission, etc. Since these agencies are directly involved in the over-all motor vehicle picture, it is proper that they should be supported from motor vehicle fees. However, a total of approximately \$90,000,000 of these fees would be channeled to the general State treasury to be mixed with all other revenues. This situation is ironic in the State where highway needs are the greatest in the nation. And this year we are again to provide \$5.6 million from our construction budget for continued rail passenger service contracts.

It is not the function of the State Highway Department to suggest to the Legislature ways and means of providing funds necessary to meet the highway needs of New Jersey. Our job is to point to the needs, to emphasize the importance of meeting them and to sound the warning of what the consequences will be if these needs are not met. I might add just as it is your duty to present the facts of your interest to all legislative representatives.

In case any of you believe the needs as outlined are exaggerated, let me assure you that such is not the case. Today we have 1,100 registered motor vehicles for each mile of State highway. If we have the good fortune to realize our Master Plan by 1975, we will still have just about the same ratio of registrations per mile of highway despite the addition of 821 new miles. Instead of our plan being a grandiose one to provide for a motoring Utopia, may I remind you that roadway space will still be at a premium.

I have made only casual reference to highway needs at the county and municipal level. Let me assure you that the needs in both areas are great. Every time we build a new State highway we dump more traffic on the county roads - something must be done about the counties' needs.

As for the municipalities - quite a few are dying on the vine - shopping centers have taken over. The communities fail to discern that parking areas must be provided for shoppers. Instead they cling to the antiquated curb parking - blocking the main thoroughfares - failing to provide effective or adequate parking while complaining of their predicament. A more ostrich-like act we in the Highway Department

have not experienced.

You all know of our State's safety record - it's good in comparison to other states, but must be greatly improved. Our Attorney General and his staff are doing a great job of watchful care of our travelers. So are we in the Highway Department by building into highways central dividers, banked curves, overpasses, jughandles and other engineering protective designs. But we need cooperation from local officials and local police. Parking on business thorofares is an antique conception of convenience and of the local merchant's limited horizon as to what is of benefit to his business.

And, still another element and this is where some of you "come in". Time and again new schools are erected on or in proximity to main highways. Such planning or lack of it is really asking for trouble. There is the risk of the lives of our students and of you teachers and the "clobbering up" of our traffic, creating delays all along the line. Please, those of you who have a voice in the selection of building sites, think of this factor in your planning. Get back a way from the busy thorofares and enjoy the quiet and the fresh air, free of fumes and their harmful effects.

Thank you for inviting me to join in with this friendly gathering. I am indeed glad we have your Association. I consider it one of the most dependable compasses to guide the destiny of our State.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1961
Snow Removal Conference
Camden Area

Trenton, Feb. 14 - Top-level state and local officials will meet Wednesday to discuss joint snow removal operations on one of New Jersey's most congested highways - heavily traveled Route 130 in the highly industrialized population center radiating from Camden, N. J.

The meeting in the National Guard Armory in Delaware Township, Camden County, is set for 10 a.m. It will follow the same informal program that proved successful at a similar meeting held in the Newark area in January.

The Camden area conference was arranged by the Department in hopes that a frank and open discussion will produce suggestions for avoiding the massive traffic snarls that followed this winter's three major snow storms.

According to a State Highway official the meeting will "explore how we can develop mutual plans, and better coordinate municipal, county and state snow removal efforts."

Problems that received the most attention at the Newark January meeting, and have been suggested for discussion at the Camden conference include:

- 1. Indiscriminate parking of vehicles.
- 2. Disabled, stalled, and abandoned vehicles.
- 3. Unchecked movement of vehicles into blocked areas.
- 4. Plowing operating at intersections and ramps where jurisdictions meet.
- 5. Business establishments and property owners pushing snow back onto plowed roads.
- 6. Road information dissemination to public during storms.

(more)

7. Large industrial plants releasing employees early and at same time during large storms.
8. Improper vehicle operating during tie-ups further aggravating tie-ups.
9. Rush hour traffic impeding snow removal operations.
10. Education of public to carry necessary winter equipment: sand, shovel, chains, snow tires.

Route 130 in the Camden area was chosen as the specific target of the "mutual assistance" program because of the difficulties that have developed along this major traffic artery in past storms. For this reason, the Department wants to develop a joint attack on the Route's snow problem with other governmental agencies as soon as possible.

Mayors H.C. Moore of Wood-Lynne; William G. Rohrer of Westmont; Eugene Raymond III of Pennsauken; J. Weer Chew of Merchantville; William G. Flexon of Gloucester City; Christian W. Weber, Erlton; Arthur E. Armitage, Collingswood; Edward H. Murphy, Brooklawn; Alfred R. Pierce, Camden have been invited to attend the conference, either in person or through their designated representatives.

Invitations were also sent to Oscar Moore, Director, Camden County Board of Chosen Freeholders; D. J. Crecca, Director, New Jersey Motor Truck Association; Herbert E. Harper, President, Public Service Coordinated Transport; Samuel Brest, Executive Vice-President, Automobile Club of Southern New Jersey; Russell Heimert, Manager, Keystone Automobile Club; Leo A. Schaeffer, General Manager, Burlington County Bridge Commission; Frank L. Supplee, Jr., Director, Division of Bridges, Delaware River Port Authority; W. W. Wanamaker, Executive Director, New Jersey Turnpike Authority; Colonel Fred Menard, Department of Defense; Colonel J. D. Rutter, Superintendent, Division of State Police; Ned J. Parsekian, Director, Division of Motor Vehicles.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE TUES. P.M.



TUxedo 2-3000 - Ext. 431-432

1961

EASTON AVENUE - OPENING
Franklin Township
Somerset County.

Trenton, Feb. 14 - The New Jersey State Highway Department today announced it will ease traffic conditions between New Brunswick and Bound Brook by opening Easton Avenue's northbound roadway in Franklin Township as soon as possible.

A Highway Department spokesman said the half-mile section, which extends south from Davidson Road, will be opened as soon as clearance work and sign posting is completed - probably within a week.

The northbound roadway is a section of Easton Avenue that was closed early in 1960 so that a traffic interchange with Interstate Route 287 could be constructed.

Since then northbound traffic has been sharing a new interchange by-pass road that will be used by southbound Easton Avenue traffic after the northbound section opens.

The interchange is one of three built under a \$3.8 million project begun in 1959 to construct 2.6 miles of Route 287 between River Road in Piscataway Township, Middlesex County, and Weston Canal Road. The other interchanges connect with River Road and Weston Canal Road.

Another project, to cost \$5.3 million, is underway to extend Route 287 from Weston Canal Road to Route 22 in Bridgewater Township.

East of River Road another \$4.3 million project extends to Stelton Road in South Plainfield.

(more)

1960EASTON AVENUE - OPENING

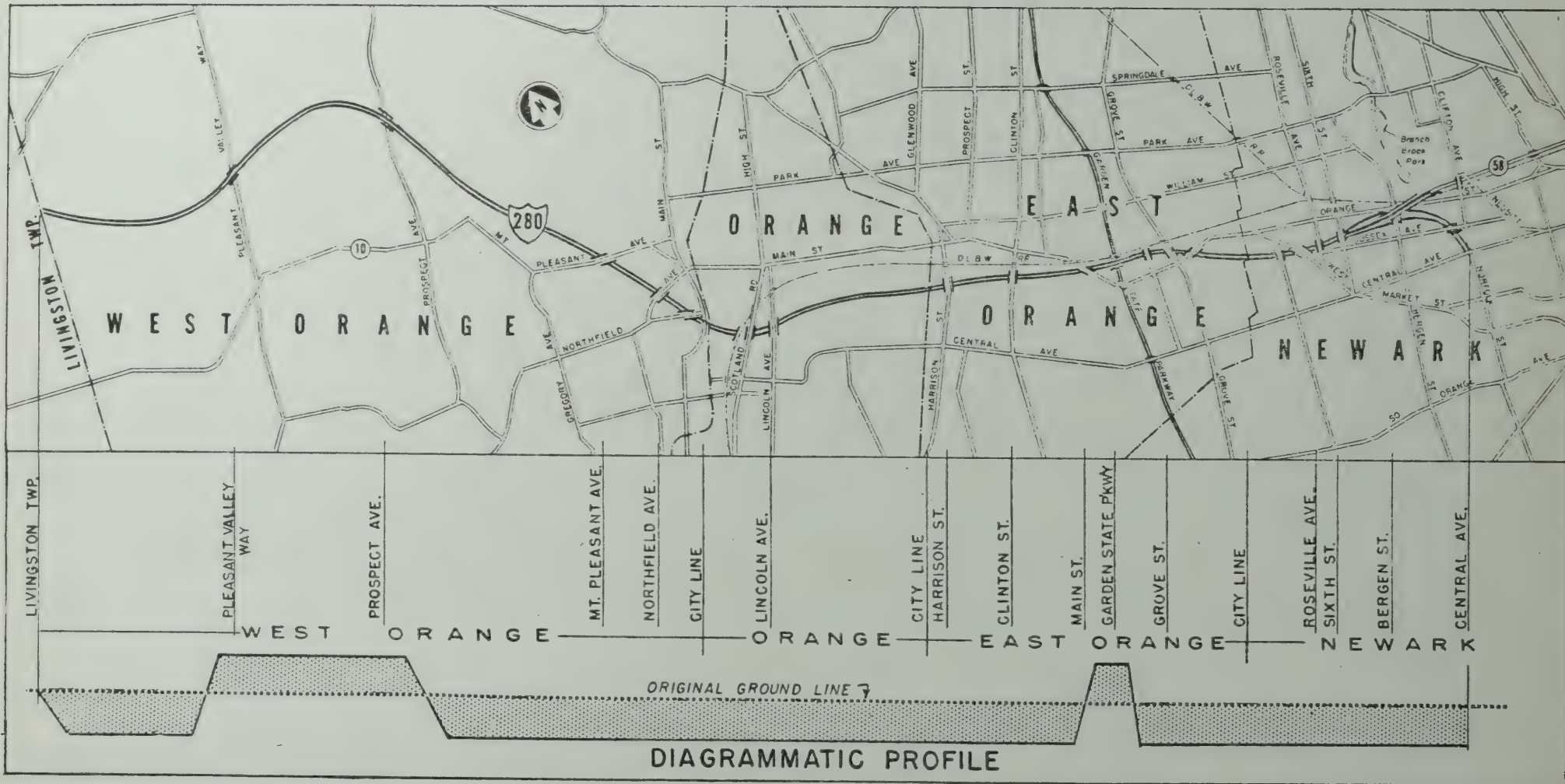
Franklin Township - Somerset County.

In the near future the Department expects to ask for bids on another project that will extend the Freeway from Stelton Road another three miles eastward to New Durham Road in Edison Township, Middlesex County.

The Route 287 Freeway is one of ten similar National Interstate and Defense Highways that will be built through and within New Jersey. It will, by means of continuation through New York, form a perimeter traffic artery around the New York-New Jersey metropolitan area.

New Jersey's portion will be 63.7 miles long, extending from Route 1 at Metuchen to Suffern, and will cost approximately \$156 million.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

1961

Interstate 280

For Ams of Sunday, Feb. 12

Newark, N. J., Feb. 11 -- Gov. Robert B. Meyner today announced a plan to finance the East-West Freeway through Essex County (Federal Interstate Route 280) as a superhighway constructed below ground level for most of the way from Newark through West Orange.

The Governor said the plan would permit fast action on the vital traffic artery through a congested urban area and thus "pump construction dollars into the veins of a presently sagging economy."

Governor Meyner made the announcement at a meeting of Essex County legislators, newspaper publishers, New Jersey Highway Authority officials, labor representatives, mayors of the four interested communities and other officials.

Highway Commissioner Dwight R. G. Palmer, who had arranged the meeting, outlined a proposal for the Highway Authority to issue \$38 million worth of bonds.

Through providing tolls on the Essex County section of the Garden State Parkway, he said, the plan would enable the financing of a direct connection with the East-West Freeway and a complete overhauling of the presently congested entrances and exits of the Parkway.

The Commissioner said the plan would also provide sufficient funds to accomplish the East-West Freeway as a depressed route, as recommended by the Highway Department to the Federal Bureau of Public Roads and urged by all the municipalities along the route.

The Federal Bureau of Public Roads had approved an elevated route for the Freeway at a cost of \$62 million for the 7.3 miles that the route will traverse in Essex County. To depress the route will cost approximately \$13 million additional, and it is this differential that the bond issue of the Highway Authority would finance, along with its own major improvements in Essex County.

Lehman Brothers, of 1 William Street, New York City, the Highway Authority bankers, have written the Highway Authority and in the closing paragraph of their communication state, "having full confidence that there will be substantial institutional investment interest, we have no doubt that the bonds can be marketed on terms favorable to the Authority."

Commissioner Palmer said the taxpayers of the State will not be called upon to share in the added cost of a depressed route, nor under this plan, will the State have to make good its guarantee of some \$285 million worth of Highway Authority bonds outstanding. The State would be called upon to make good its guarantee if the present heavy congestion on the free Essex section of the Parkway resulted in substantially reducing the Authority's income, as was originally predicted and only recently repeated, he added.

The Commissioner emphasized that the plan presented would accomplish three main objectives:

- A. Relieve the State of the risk of making good its guarantee of 285 million dollars worth of Highway Authority bonds.
- B. Enable the Parkway to connect with the new East-West Freeway and to overhaul its congested connections with thoroughfares in several municipalities.

C. Accomplish a depressed alignment for the East-West Freeway.

Construction of the Freeway, he concluded, would do much to ease traffic congestion and reduce maintenance costs on nearby city streets.

The Freeway became eligible for 90-10 federal aid late in 1957, after a long series of conferences between the Highway Department and the Federal Bureau of Public Roads.

The Department plans provide that about 80 per cent of the 7.3 mile section of Interstate Route 280 from the Livingston-West Orange town line to Central Avenue in Newark will be a depressed freeway.

The plans call for four, six, and eight-lane roadways, forty-four bridges, three viaduct structures, three miles of retaining walls, and over six million cubic yards of earth and rock excavation. Approximately 2.5 miles of creeper lanes for slow-moving vehicles on steep grades will be provided. An estimated 350 utilities will be crossed. A total of thirty exit and entrance ramps are planned.

All interchanges are still subject to change in location and configuration prior to final design.

Going east, the Freeway will cross the Livingston-West Orange town line about 1,700 feet east of Laurel Avenue, Livingston. It will pass just south of the Crestmont golf club, converge on the Roseland-West Orange electrical transmission line and parallel it to the vicinity of Roosevelt Avenue. The roadway is basically a 4-lane section with a 36-ft. mall and 12-ft. shoulders. Special lanes are planned on grades for slower moving vehicles.

Interstate Route 280 will bridge Pleasant Valley Way, where an interchange is proposed, and a branch of the Rahway River just south of Dawes Avenue.

The roadway will then climb the western face of First Mountain and cross over relocated and lowered Prospect Avenue north of the Essex Green Shopping Center. Prospect Avenue is to be widened to 4 lanes with a 10 foot wide center divider. An interchange is proposed at Prospect Avenue.

Curving southeastward from Prospect Avenue, the Freeway will pass through a 120-foot deep rock cut on the east face of First Mountain.

In this area a 6-lane roadway with a narrow median and center barrier is planned. Creeper lanes will be provided in this area also.

The Freeway will have a 6% grade within the limits of an existing brook-bed between Llewellyn Park and Brookside Drive. It will then cross under Mt. Pleasant Avenue about 1,000 feet west of Main street, close the intersection at Lindsey and Gaston Avenues and cross under Northfield Avenue, Whittingham Place, and Valley Road. The roadway will be depressed as it crosses the West Orange-Orange city line about 1,300 feet south of Main Street.

Ramp connections at Mt. Pleasant Avenue will permit local traffic to enter the Freeway's westbound lanes and eastbound freeway drivers to connect with Mt. Pleasant Avenue. At Northfield Avenue westbound Freeway traffic will be permitted to exit and local traffic may enter the freeway's eastbound lanes.

The 6-lane freeway will continue depressed through Orange, running south of the DL&WRR, just north of public housing on South Essex Street, north of the Roman Catholic Church on South Center Street and south of the truck parking area between Hickory Street and Oakwood Avenue. It will cross the Orange-East Orange city line at the north side of Kenilworth Place.

Exit and entrance ramps are planned to intersect Hickory Street and Oakwood Avenue. Eastward from Oakwood Avenue, the roadway widens from 6 lanes to 8 lanes.

The Freeway will remain depressed and pass under all existing streets from Harrison Street to South Burnett Street. To avoid detouring over 70,000 Parkway cars per day during construction, approximately \$4 million in added construction costs, and extensive utility relocations, the Freeway will cross over the Garden State Parkway. It is then depressed again from North Maple Street to the East Orange-Newark city line. As it approaches Grove Street, the Freeway will diverge from the DL&WRR and cross Main Street at Hollywood Avenue, and Sussex Avenue at the city line.

Exit and entrance ramps are tentatively planned at Arlington Avenue, Northbound and Southbound Parkway service roads and Sussex Avenue. A full interchange, by means of proposed Garden State Parkway construction, will be provided at the Parkway.

South of Orange Street in Newark, the depressed Freeway narrows into a 4-lane roadway connecting to existing Route 58. Two 3-lane roadways **will** then form a 6-lane roadway to the proposed North-South Freeway at Hecker Street.

The connector to New Jersey Route 58 will cross over First Street, Orange Street, the DL&WRR and City Subway before meeting existing New Jersey Route 58 at Clifton Avenue. Both Second and Third Streets will be closed by this connector.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1961

N.J. COLLEGE AT PATERSON-BIDS
Wayne Township, Passaic Co.

Trenton, Feb. 9 - The Central Construction Co., of Clark, was low bidder today on a State Highway Department contract for constructing a parking lot at the New Jersey State College at Paterson.

The firm's bid was \$66,995.96. Other bidders were: Samuel Braen Sons (Hawthorne Division) Hawthorne, N. J., \$69,002.04; The Union Building & Construction Corp., Passaic, N.J., \$70,252.48; Franklin Contracting Co., Little Falls, N.J., \$83,512.48; P. Michelotti & Sons, Inc., Saddle Brook, N.J., \$87,523.70; Jersey State Concrete Company, Inc., Hackensack, N. J. \$91,017.60.

The parking lot, to be located on the opposite side of the road from the college's existing parking lot and food service building, is planned to hold 268 cars in an area 1,100 feet long and 120 feet wide.

Highway Department plans call for the lot to be encircled by concrete curbing and surfaced with a two-inch layer of bituminous concrete on a macadam base course four inches thick.

A short "U" turn road at the far end of the lot will connect the two driving aisles that run the length of the parking area. From the westerly edge of the lot a 160-foot long sidewalk will be constructed leading to the food service building.

All bids will be reviewed by State Highway engineers before the contract is awarded. The Department has allowed 40 working days for completion of the project.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

ADVANCE FOR RELEASE AT 1 P.M.
EST., SATURDAY, FEB. 4

1961
COMMISSIONER PALMER
NJEA SPEECH

Trenton, Feb. 4 - Highway Commissioner Dwight R. G. Palmer said today New Jersey should increase its annual road construction budgets by \$60 million if it is to provide a State Highway System capable of meeting traffic needs by 1975.

Commissioner Palmer, in a speech at the annual Legislative Conference of the New Jersey Education Association, said the number of vehicles on the roads will increase by 1.3 million during the next 15 years to a level of 3.7 million -- better than one for every two residents of the State.

He said travel on the State Highway System alone, excluding all other roads, will more than double, rising to 20 billion miles a year.

"I need not label these figures as startling," he said, "they speak for themselves. It is evident that we must start now to prepare for this traffic deluge or face increased accidents, fatalities, higher operating costs, increased travel delays and a strangled economy."

Commissioner Palmer noted that the Highway Department has been struggling ever since the end of World War II with "traffic explosions" similar to the rapid expansion in enrollments experienced by New Jersey's institutions of higher learning as well as its public and parochial schools. And like education, he added, highway construction has not been supported by enough Federal and State funds to meet the need.

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1961
COMMISSIONER PALMER
NJEА SPEECH

The Highway Commissioner said his Department's Master Plan calls for construction of 821 miles of new freeways and widening or dualization of about 925 miles of existing highways.

He estimated the cost at \$3 billion or more, adding that at present levels of highway construction financing, the State would wind up about \$1 billion short in 1975. The deficit would cut into construction of new intra-state freeways and projects for which adequate federal aid is not available.

Commissioner Palmer said reliable estimates place the added costs of maintaining the proposed new highways "at double the present amount within 20 years." He said this means maintenance costs, including snow removal, will rise to \$28 million a year.

New Jersey is one of the few states that permits diversion of motor vehicle revenues to non-highway purposes, Commissioner Palmer said. He said the proposed budget for 1961-62 estimates collection of about \$196 million in motorists' revenues, of which about \$86 million will go to the Highway Department, \$20 million to other agencies directly involved in the over-all motor vehicle picture, and \$90 million into the general State treasury for other uses.

"It is not the function of the State Highway Department to suggest to the Legislature ways and means of providing funds necessary to meet the highway needs of New Jersey," he said. "Our duty is to point to the needs, to emphasize the importance of meeting them and to sound the warning of what the consequences will be if these needs are not met."

(more)

1961
COMMISSIONER PALMER
NJEA SPEECH

Commissioner Palmer said that even could the Master Plan become a reality by 1975, "we will still have just about the same ratio or registrations per mile of highway despite the addition of 821 new miles. Instead of our plan being a grandiose one to provide for a motoring Utopia, may I remind you that roadway space will still be at a premium."

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE
(STATE HOUSE ONLY)

1961
SNOW WARNING

Trenton, Feb. 3 - The New Jersey Highway Department today warned a possible heavy snowfall on top of roads which are still slippery in spots from previous storms may create hazardous conditions late tonight and tomorrow.

The Department noted that snow had already begun falling in South Jersey and preliminary reports indicated an accumulation of from ten to fifteen inches with high winds which could cause drifting. The storm is expected to last into tomorrow.

Road-cindering crews are already on the job, the Department said, and abrasives will be applied at the earliest practicable moment at all danger spots. But a Department spokesman said motorists should keep informed of highway conditions through news broadcasts and other media and avoid travel during the storm if at all possible.

If the traveling public is interested in reaching its destination, he said, it will give the road-clearing equipment the right-of way and avoid congesting the highways until they are cleared. Motorists were urged to avoid trying to "buck through" drifts -- one of the easiest ways to get stuck for hours.

The Department repeated these basic "snow rules" for travel during storms:

1. Make sure the gas tank is full, put on tire chains, and carry a shovel and a bag of sand.
2. Stay in the proper lane -- do not cut across center island or up one-way streets and ramps.

(more)

1961
SNOW WARNING

3. Give snow plows the right of way.
4. Avoid parking on main highways and thoroughfares.
5. If a car must be abandoned by all means pull it off the road first.

Snow control headquarters in Trenton will be staffed around the clock to dispatch crews and equipment by radio to critical areas. The Department also has in reserve a force of 900 men employed by 88 private contractors who have 450 trucks ready to go in 128 snow sections throughout the state.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY, FEBRUARY 2

1961

Ridgewood Avenue Overpass - ADV
Route 17, Paramus
Bergen County

Trenton, Feb. 2 - As another step in its Route 17 safety improvement program the New Jersey State Highway Department will receive bids March 2 for construction of an overpass at Ridgewood Avenue and Route 17, and closing 22 adjacent openings in the highway's center island, in Paramus, Bergen County.

The 1.5 mile long project will start 2,000 feet north of Glen Avenue and extend southward to a point north of the Midland Avenue overpass.

The existing Ridgewood Avenue at-grade intersection will be eliminated and present Ridgewood Avenue alignment incorporated as ramps in the proposed overpass-interchange system. Ridgewood Avenue will be relocated approximately 400 feet north of its present location and be carried over Route 17 on a new bridge.

Ten bituminous concrete interchange ramps will permit all conventional vehicular movements between Ridgewood Avenue, Glen Avenue and Route 17.

The proposed Ridgewood Avenue overpass bridge structure will be 176 feet long. Its reinforced concrete deck will be split into two 26-foot roadways.

A four foot wide concrete center island will divide the roadways, and concrete curbs will flank their outer edges. Five-foot sidewalks, also concrete, will border the roadways.

For the convenience of pedestrians wishing to cross Route 17 in the vicinity of Ridgewood Avenue stairways will be constructed at both ends of the overpass on its south side.

(more)

1961

Ridgewood Avenue Overpass - ADV
Route 17, Paramus
Bergen County

Acceleration and deceleration lanes will be constructed on Route 17 to permit motorists to gain or lose speed before entering or leaving the heavily traveled highway. These lanes will be concrete to match the Route 17 concrete pavement.

The proposed 22 center island closings will blend with the present 30-foot wide grass center island. After the openings are closed left turns and "U" turns will be possible in this area only by utilizing Ridgewood and Midland Avenue overpasses.

With the completion of the Ridgewood Avenue project, and another now underway which includes closing 33 center island openings in the Ramsey-Allendale section of Route 17, the Route's center island will have only infrequent openings within the 18.5 miles between Route 46 and the New York State line.

The planned openings at busy intersections will be protected by traffic signals, and openings at other intersections will have left-turn lanes built into the center island to take left-turn traffic out of through traffic lanes.

During the entire working period the southbound roadway will be fully open to traffic between 6 a.m. and 9 a.m. and the northbound roadway fully open between 4 p.m. and 6 p.m. When necessary the contractor will be permitted to restrict traffic on each of the roadways to a single lane between 9 a.m. and 4 p.m. No work is to be performed which will interfere with Route 17 traffic on Saturdays, Sundays, legal holidays, or on the day before or after a legal holiday.

Work on the 100 per cent State financed project is to be completed within 210 working days after execution of the contract. All bids received will be reviewed by State Highway engineers before the contract is awarded.

(more)

1961

Ridgewood Avenue Overpass - ADV
Route 17, Paramus
Bergen County

The work is part of an overall program for modernization of Route 17 that within the past five years has resulted in State Highway Department improvements totaling more than \$7 million.

The Highway Department's overall plans for improving the entire Route call for constructing jughandle turns at various intersections within the 4.6 mile stretch between Route 3 in Rutherford and Route 46 in Hasbrouck Heights.

In Paramus between Route 46 and Route 4, a four mile section of concrete center barrier was installed early in 1957 and in the fall of 1959 ramps connecting Route 17 with Fairview Avenue were revised.

Within the 4.5 mile length of the Route between Route 4 and the Paramus Road traffic circle three modernization projects have been completed: the Century Road overpass in August of this year; Midland Avenue overpass in May, 1959; thirty center island openings between Route 4 and Franklin Turnpike were closed by the Highway Department's Maintenance Bureau.

Future plans in this area call for an overpass to carry Linwood Avenue over Route 17, and revision of the Paramus Road traffic circle to carry Route 17 directly through.

Planned also for the future is conversion of the Wearimus Road traffic circle to a full interchange with an overpass.

Other improvements planned for Route 17 between the Wearimus Road and Franklin Turnpike traffic circles include widening the 4.7 mile stretch to six lanes; overpasses at Hollywood Avenue, Prospect Street, Allandale Avenue and Lake Street. Also planned is the possible closing of the center island opening opposite Airmount Avenue.

Reconstruction of Route 17 between Franklin Turnpike traffic circle and the New York State line as a Freeway was completed in late 1957. Part of this 4.3 mile section will in the future be absorbed in proposed Interstate Route 287.

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.,
FEBRUARY 21961
Bridge Painting - Bids

Trenton, Feb. 2 - The New Jersey State Highway Department will receive bids February 23 on eight separate contracts for painting 28 bridges in the State Highway system.

The maintenance projects cover bridges in Ocean, Hudson, Essex, Camden, Bergen and Mercer Counties.

The contracts call for painting steel girders, bearings, railings, lamp posts, stairs and all other metal surfaces that require protective coatings.

In Ocean County, eight bridges in Toms River will be sandblasted and painted under one contract.

Another contract call for painting the bridge that carries Truck Route 1 over the Passaic River in Kearny and Newark, Hudson and ~~Essex~~ Counties.

Five bridges in Caldwell, Essex County, come under another contract.

Two Route 151 bridges in Camden will be painted under a single contract.

A single bridge carrying Route 3 over the Hackensack River between Secaucus, Hudson County and Rutherford Borough in Bergen County comes under one contract.

In Hudson County two bridges in North Bergen and two more in Weehawkin are the subject of a single contract.

Another contract will see two Route 46 bridges in Bergen County repainted - one over the Hackensack River between Little Ferry and Ridgely Park Township, the other over the Erie Railroad in Ridgely Park Borough.

(more)

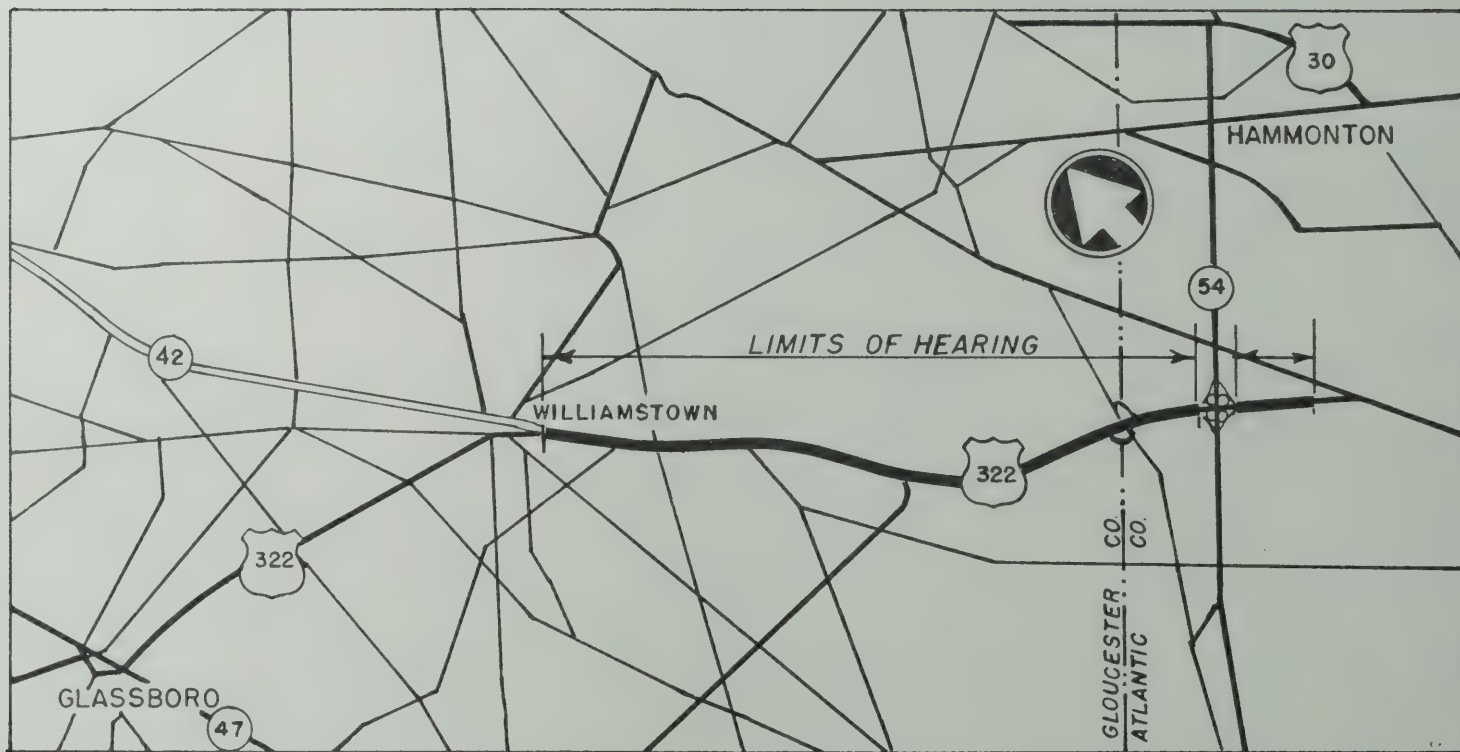
1961
Bridge Painting - Bids

In Mercer County four Route 130 bridges in Yardville and one in Groveville are covered by one contract.

A Highway Department spokesman said that steelwork on the State's 2,095 bridges normally is repainted every ~~six~~ years except in industrial and seashore areas where corrosive elements in the atmosphere require it to be done at more frequent intervals.

A new feature of this year's repainting program is a field test for comparing two different coatings. Visible surfaces of the outer girders on some bridges will be painted with green enamel. Engineers will check the new coating for color fastness, durability and final cost. A benefit the green coating brings to motorists, the engineers feel, is its attractive color when compared to the black paint to be used on the inside girders.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
FEBRUARY 2



1961
U.S. 322 - PUBLIC HEARING
Widening
Atlantic County

Trenton, Feb. 2 - The New Jersey State Highway Department's plans for widening Route 322 (the Black Horse Pike) in Atlantic and Gloucester Counties will be explained at a public hearing February 21.

The Department plans to improve the highway for 10.5 miles from 8th Street in Folsom Borough, Atlantic County, to Main Street in Williamstown, Gloucester County.

A Highway Department spokesman said the project would complete the job of making the seashore route a four-lane highway between Route 130 in Gloucester and Atlantic City. Costs will be equally shared by the State and Federal Governments.

The hearing will be held in Folsom's Borough Hall, corner of 13th Street and Blue Anchor Road, at 10:30 a.m.

The intersection of Routes 322 and 54 where an interchange will be built under a separate \$1.2 million contract for improving Route 54, will not form part of the hearing.

Highway Department engineers recommend that the existing 30-foot (three-lane) highway be widened to 56 feet (four lanes) and completely resurfaced with bituminous concrete. Hard-surfaced shoulders ten feet wide would be built along the roadway's edges and new storm drainage facilities installed.

The project also includes a pair of jughandles at Cain's Mill Road to permit left turns from the main highway under traffic light control.

(more)

1961
U.S. 322 - PUBLIC HEARING
Widening
Atlantic County

East of 8th Street a 4.6 mile section of Route 322 is now being widened to Weymouth Road in Hamilton Township at a cost of \$950,000.

Another section of the seashore route, completed in 1959 at a cost of \$9.3 million, is the Route 42 freeway which extends from Bellmawr eastward for 6.3 miles to Turnersville.

Two other Highway Department projects, completed in 1959 and 1960 at a total cost of \$1.9 million have provided 8.8 miles of widened highway from Weymouth Road eastward to McKee City in Hamilton Township. Dualized and widened portions make up the remainder of the highway to Atlantic City.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961

River Street - ADV
Hackensack - Little Ferry
Bergen County

Trenton, Feb. 1 - The New Jersey State Highway Department will receive bids February 23 on a contract for extending River Street in Hackensack southward to Little Ferry Borough in Bergen County.

A Highway Department spokesman said the new extension will take some of the traffic load off Hudson Street, which is the main artery between Hackensack's business center and Route 46 to the south.

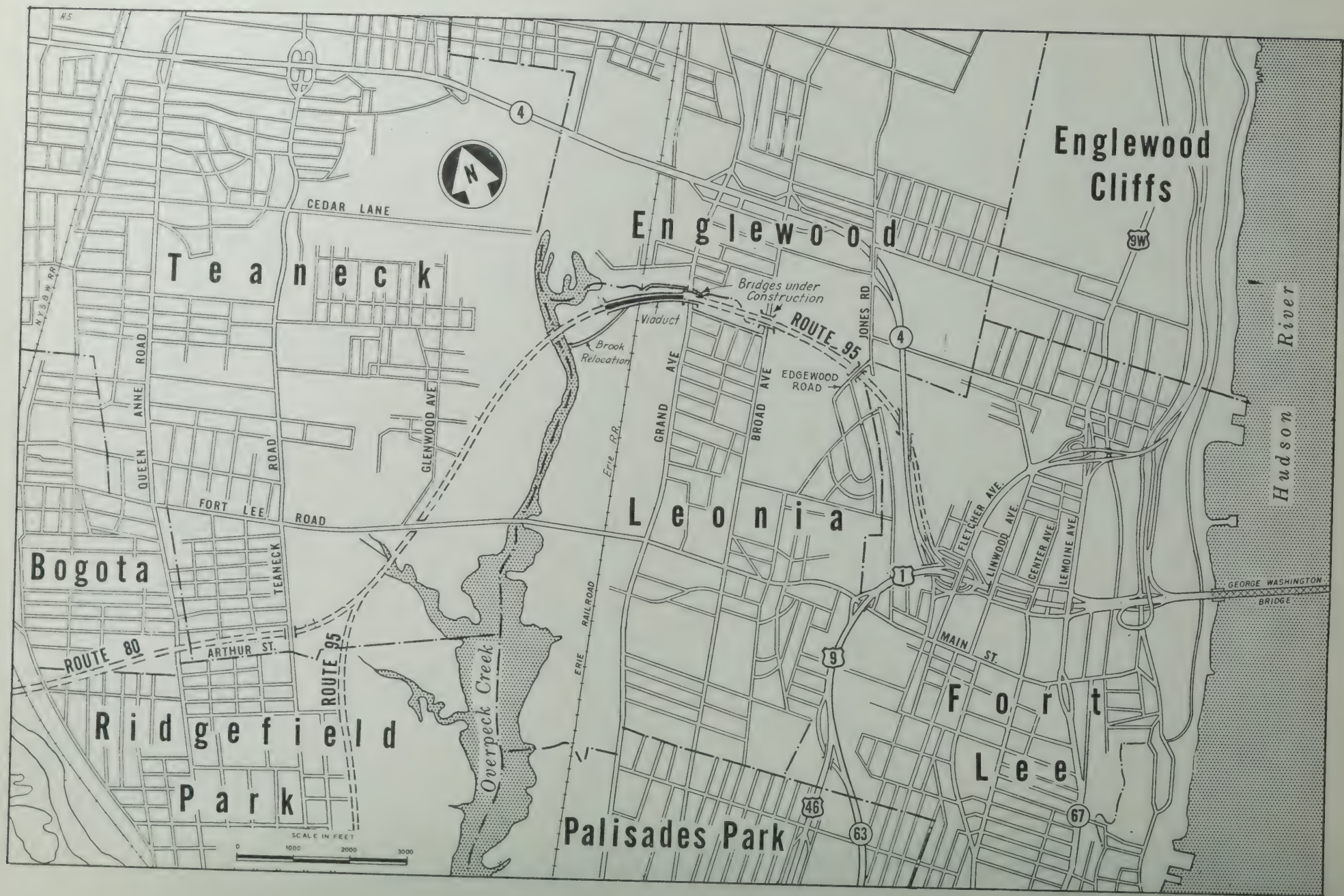
The new section of River Street will start at its present dead-end at Lafayette Street and be constructed southward, parallel to Hudson Street, for 1.2 miles to a point just past Backiel Street where it will merge with Hudson Street.

Project plans show the new section will be a 46-foot wide roadway containing four traffic lanes and concrete curbs. Riding surface will be a two-inch thick covering of bituminous concrete supported by a three-section base fifteen inches thick.

The project, scheduled to be completed within 120 working days, comes under the Federal Government's program for financial aid to secondary roads. Bergen County and the Federal Bureau of Public Roads will equally share all costs.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work. All bids will be reviewed by State and County highway engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432
1961
INTERSTATE ROUTE 95 - BIDS
VIADUCT - BERGEN COUNTY

Trenton, Jan. 26 - A bid of \$3,745,206.00 submitted by the Poirier & McLane Corp., of New York City, was the lowest of 12 accepted today by the New Jersey State Highway Department on a contract for constructing another section of the Bergen-Passaic Expressway in Bergen County.

The new section is a viaduct to be constructed in Bergen County adjoining the Expressway's Grand Avenue overpass and crossing over the Northern Railroad of New Jersey, and relocated Flat Rock Brook. The viaduct will roughly straddle the Englewood-Leonia boundary line.

Other bidders on the contract were: Johnson, Drake & Piper, New York City, \$4,122,523.00; Fehlhaber Corp., New York City, \$4,241,149.00; Condon-Cunningham, Omaha, Nebraska, \$4,396,148.00; Gull Contracting Co., New York City, \$3,981,946.50; Franklin Contracting Co., Little Falls, \$4,111,402.00; Cayuga Construction Corp., New York City, \$4,011,025.00; Brookfield Construction Co., New York City, \$4,113,787.00; Ell Dorer Contracting Co., Irvington, \$3,855,156.10; Stock Construction Corp., New York City, \$4,120,163.00; Public Constructors, Blackwood, \$3,758,695.50; Grow Construction Co., New York City, \$3,897,635.00.

The viaduct will be 1,457 feet long, 169 feet wide and carry ten lanes of Route 95 traffic from Grand Avenue westerly to about half-way between the Railroad and Overpeck Creek.

The bridge foundations will be steel piles driven through marshland to bedrock at various depths down to 70 feet. Concrete piers mounted on the piling will support steel girders that in turn will support the bridge deck.

The roadway deck, to be of reinforced concrete nine inches thick, will consist of two five-lane roadways divided by a concrete center barrier 32 inches high. Low concrete islands four feet wide will divide the two inner lanes from the three outer lanes of each roadway.

(more)

1961
INTERSTATE ROUTE 95 - BIDS
Viaduct - Bergen County

Safety walks 1.5 feet wide, and parapets will border the outer edges of the roadways.

Also in the proposed project is the final extension of the Flat Rock Brook flume. It is to be constructed under the viaduct just west of the railroad. The 340-foot long extension will be added to the westerly end of a flume now being constructed under a separate contract to carry Flat Rock Brook from Grand Avenue along the northern edge of the superhighway.

The project bid on today is to be completed by June 1, 1962,

The Highway Department now has eight major Bergen-Passaic Expressway projects, totaling \$34.5 million, underway.

In Fort Lee, adjacent to the George Washington Bridge, construction on a \$10,900,000 interchange of Routes 95, 4, 1, 9 and 46 was put under contract last month.

In Leonia, under a \$1.5 million contract, overpasses are being constructed at Broad Avenue and Grand Avenue, and a flume to divert Flat Rock Brook.

Between the Erie Railroad and Teaneck Creek 4 million feet of vertical sand drain columns, costing \$6.7 million, are being installed to stabilize meadow areas to receive Route 95 roadway embankments.

Between Teaneck Creek and Teaneck Road 1,300,000 cubic yards of unsuitable material in the roadway area are being removed at a cost of \$837,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgefield Park is nearing completion.

(more)

1961INTERSTATE ROUTE 95 - BIDS
Viaduct - Bergen County

Another project calls for grading a 2.4 mile section of Route 95 between Route 4 in Fort Lee and Teaneck Road. Work on this \$7.9 million project began late in November.

A \$2.7 million project, for building the substructure for an 1,800-foot long 10-lane Interstate Route 80 bridge over the Hackensack River in Bergen County, will get underway this month.

At Teterboro a \$932,393 project to stabilize marshland adjacent to the Erie Railroad and Green Street in order to support ~~future~~ earth embankments that will carry the Expressway over the local facilities went under contract last month.

In the Paterson section of the Expressway a multi-lane 730-foot long \$2.7 million bridge over the Passaic River between Paterson and East Paterson is nearing completion.

Total cost of the overall George Washington Bridge-Route 17 six-mile project is estimated at \$65 million for those portions of Interstate Routes 95 and 80 that will connect with the bridge. Both freeways are part of the Bergen- Passaic Expressway and come under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

The Highway Department's scheduled completion of the entire Route 17 to George Washington Bridge project is planned for mid or late 1962.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

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1. The first part of the paper is devoted to the study of the properties of the function $f(x)$ defined by the equation

$$f(x) = \int_0^x \frac{1}{1+t^2} dt$$

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432
1961
SNOW REMOVAL CONFERENCE

Trenton, N.J., January 23 - Top-level state and local officials will meet Wednesday to discuss joint operations against the "abominable snowman" in one of New Jersey's most congested areas -- from Elizabeth to the Hudson River.

The meeting in the Highway Department's building at Routes 1 and 21 in Newark is set for 9:30 a.m. It is viewed as a pilot conference on snow removal problems confronting all levels of government.

The conference was arranged by the Department in hopes a frank and open discussion would produce suggestions for avoiding the massive traffic snarls that developed in the wake of the December 11 blizzard and, to a lesser extent, during the January 19-20 snowstorm.

The Department plans further conferences covering other sections of the state if the first "get-together" proves productive.

Truck Routes 1 and 9 between Elizabeth and Jersey City was chosen as the first specific target of the "mutual assistance" program because of the difficulties that have developed along this major traffic artery in past storms. However, snow removal problems of equal magnitude and importance confront many other areas of New Jersey.

For this reason, the Department wants to develop a joint attack on the snow problem with other governmental agencies as soon as possible.

Mayors Steven J. Bercik, of Elizabeth; Leo P. Carlin, of Newark; Joseph M. Healey, of Kearny; and Charles S. Witkowski have been invited to attend the conference, either in person or through their designated representatives.

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1961
SNOW REMOVAL CONFERENCE

Invitations were also sent to Gen. W. W. Wanamaker, Director of the New Jersey Turnpike; C. H. Taylor, of the Port of New York Authority; Ned J. Parsekian, Acting Director of Motor Vehicles for the state; Col. Joseph D. Rutter, Superintendent of the State Police; Edward Cyr, Traffic Engineer for the City of Newark; Harry J. Thourot, Hudson County Engineer; James Davison, Union County Engineer; Francis P. McCormick, Essex County Engineer; Fred Kropke, Chief of Hudson County Police; Herbert E. Harper, President of Public Service Coordinated Transport; and D. J. Crecca, Executive Director of the New Jersey Motor Truck Association.

State Highway Commissioner Dwight R. G. Palmer will outline the Department's general position on the overall snow removal problem and the need for coordination and cooperation between various governmental agencies.

Jack F. Andrews, Director and Chief Engineer of Highway Maintenance and Operations, will act as chairman, opening the meeting and introducing the speakers.

The State's snow removal organization will be described by James R. Schuyler, Supervisor of the Bureau of Maintenance, and the Routes 1 and 9 problem will be explained from the State's point of view by Arthur H. Wilmott, Superintendent of Road Maintenance and Construction.

Complete facilities for the press will be available at the meeting.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1961
SNOW REMOVAL

Trenton, N. J., Jan. 20 - The New Jersey Highway Department reported at 1:17 p.m. today that State highways were passable at that time throughout almost all of the system.

The Department noted, however, that continued high winds would create a recurrent drifting problem for the remainder of the day and into tomorrow. It said motorists should restrict their travels as much as possible and refrain from attempting to "buck the drifts."

The State's snow removal force will remain on the job until the situation is under control, the Department said, even though many of the workers have had little or no sleep in the past 24 hours.

"If a drift blocks your path," a Department spokesman urged motorists, "don't try and force your way through it. You may not succeed. One stalled truck or car can start a traffic snarl that extends for miles. Wait until the drift is cleared away. Our men are on the job, constantly plowing and reploting the drifts, and a crew will remove the barrier facing you as soon as possible."

The Department noted that all of the temporary blocks reported so far are in areas of light travel. All highways in heavily traveled areas have been kept open.

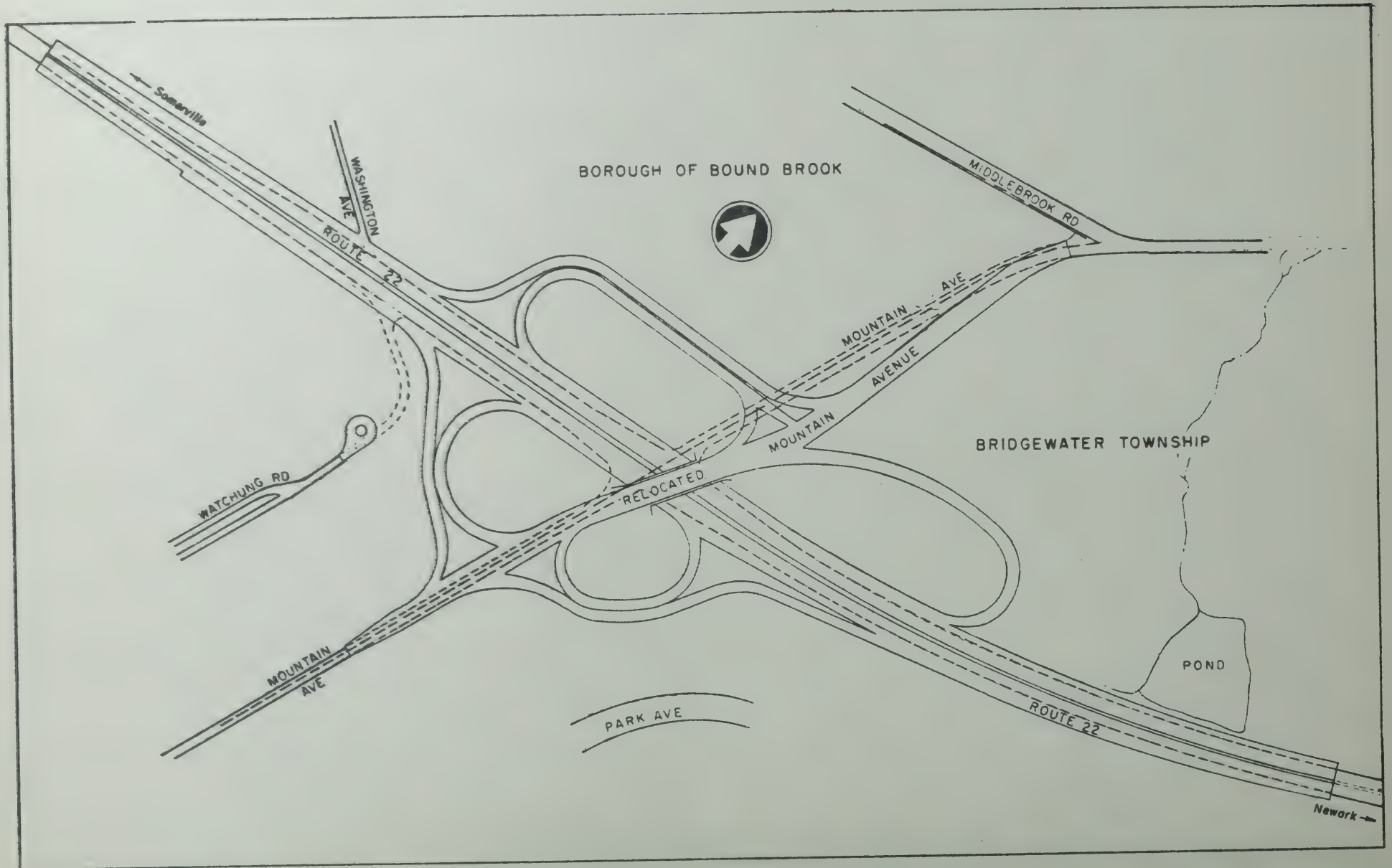
(More)

The Department repeated these "snow rules" for avoiding traffic troubles:

1. Make sure the gas tank is full, put on tire chains, and carry a shovel and bag of sand.
2. Stay in the proper lane -- do not cut across center islands or up one-way streets and ramps.
3. Give snow plows the right of way.
4. Avoid parking on main highways and thoroughfares.
5. If a car must be abandoned, by all means pull it off the road first.

The Highway Department's snow removal plan went into action at 6 a.m. yesterday when some 2,000 Highway Department men were alerted. Shortly after 8 a.m. the first crews started sanding and cindering the highways in South Jersey. Camden crews started around 9 a.m. As the storm moved northward other crews went into action until the entire force was engaged in full-scale plowing operations by early today.

Snow control headquarters in Trenton was staffed around the clock to dispatch crews and equipment by radio to critical areas. The Department also used its reserve force of 900 men employed by 33 private contractors with 450 trucks in action in 128 snow sections throughout the State.



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ROUTE 22 - BIDS
Mountain Avenue Overpass
Somerset County.

Trenton, Jan. 19 - Hess Bros., of Parlin, submitted the lowest of 12 bids on a New Jersey State Highway Department contract for constructing an overpass and other safety improvements at Mountain Avenue and Route 22 in Somerset County. The firm's bid was \$869,556.80.

Other bidders on the contract were: P.T. & L. Construction Co., Paramus, \$869,994.65; Warren Paving Co., Stewartsville, \$887,248.20; J.F. Chapman & Son, Hillside, \$883,310.70; Public Constructors, Inc., Blackwood, \$896,708.01; L. Zimmerman & Sons, Hillside, \$899,837.43; Poirier & McLane Corp., New York, N.Y., \$906,298.38; Franklin Contracting Co., Little Falls, \$909,755.60; Construction Service Co., Bound Brook, \$927,281.00; Mohawk Constructors, Inc., Linden, \$988,317.75; C.H. Winans Co., Roselle, \$989,401.94; S.J. Groves & Sons Co., Woodbridge, \$1,041,838.65.

Highway Department plans call for constructing five safety and convenience facilities within the limits of the project, approximately 3,000 feet along Route 22 in Bridgewater Township and Bound Brook.

The facilities include an overpass bridge to carry Mountain Avenue over Route 22; a system of interchange traffic ramps between Mountain Avenue and the highway; two additional Route 22 through-traffic lanes; resurfacing the highway, and constructing a continuous center barrier on Route 22 within the limits of the project.

The Mountain Avenue overpass is designed to carry four lanes of traffic on a reinforced concrete roadway 46 feet wide. Concrete sidewalks, each six feet wide, will flank the roadway along the 230-foot long bridge structure.

To avoid interrupting Mountain Avenue traffic flow during construction the overpass will be angled so that its northern approach will lie about 50 feet east of existing Mountain Avenue alignment.

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ROUTE 22 - BIDS
Mountain Avenue Overpass
Somerset County.

The traffic interchange will consist of seven ramps designed to permit all normal traffic movements between Mountain Avenue and Route 22. The ramps are designed to merge with new Route 22 acceleration and deceleration lanes. These lanes in turn will gradually merge with the main highway traffic lanes.

For added safety and convenience in this heavily traveled area the two additional traffic lanes for Route 22 are to be constructed between the outer edges of the existing four-lane highway and the acceleration-deceleration lanes.

To prevent head-on collisions between eastbound and westbound Route 22 traffic the Department will replace the present low center island with a continuous concrete center barrier 32 inches high.

The final step in the improvement project will see the widened highway completely resurfaced with a three-inch thick layer of skid-resistant bituminous concrete.

Highway Department specifications allow 240 working days for completion of the project. All costs will be shared equally by State and Federal Governments.

The Mountain Avenue project is one of a series aimed at increasing the safety of this heavily traveled highway which carries a large percentage of all heavy trucking that crosses the state to and from the New York-New Jersey metropolitan area. A similar project, now in the planning stage, is scheduled for the Liberty Avenue viaduct in Hillside, Union County.

Other Route 22 safety moves by the Highway Department have included the reduction of truck speed limits to 45 mph between the Somerville traffic circle east to the route's junction with U.S. 1 in Newark; the elimination of nearly all at-grade intersections through the construction of overpasses, reconstruction and resurfacing of portions of the highway, and introduction of approximately 11 miles of continuous concrete center barrier to prevent head-on collisions between vehicles traveling in opposing directions.

The Department's plans call for continuing the barrier's extension another 5 miles westerly from its present terminal point at Washington Avenue, Greenbrook Township, to Thompson Avenue, Bridgewater Township, where a wide center island exists, before next July.

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IMMEDIATE RELEASE

1961

ROUTE 130 - BIDS

Traffic Signals

Camden & Burlington Counties

Trenton, Jan. 19 - A bid of \$49,654.70 submitted by the Gerald Electric Construction Company, of Almonesson, was the lowest of three received today by the New Jersey State Highway Department for installing traffic signals at ten Route 130 intersections in Camden and Burlington Counties.

Other bidders were: Delta Line Construction Company, Pleasantville, \$50,512.50; Lightning Electric Service Company, Newark, \$52,464.05.

The intersections are now being revised to include jughandle left turn safety facilities as part of a separate \$1,118,000 safety improvement project which was put under contract last month. The safety project covers three sections of Route 130 between the Airport circle, near Camden, and Salem Road in Burlington City. The traffic signal contract covers the same sections.

Under the contract bid on today traffic signals will be installed in Pennsauken Township at the intersections of Route 130 and Terrace Avenue, Browning Road, Merchantville Avenue, Cove Road, Union Avenue and Suckle Highway. Signals now operating at Hilton Road will be revised. The first five intersections will be equipped with push button controls so that pedestrians can change signals before crossing the heavily traveled highway.

In Burlington County traffic signals will be revised at the Route 130 intersection with Levittown Parkway in Levittown Township, and new signals installed at Beverly Road and a nearby "U" turn set of jughandles in Burlington Township.

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ROUTE 130 - BIDS

Traffic Signals

Camden & Burlington Counties

According to a Highway Department spokesman traffic signals at each intersection will be coordinated in an overall system that will permit Route 130 motorists to travel through each section without stopping for a red light under peak traffic loads.

Each intersection will be fully illuminated at night by 1,300 to 2,000 candle-power fluorescent light units. The units will extend 8 feet to 15 feet over the roadways at heights ranging from 23 to 28 feet.

At the intersection of Route 130 and Terrace Avenue signal lights will allow southbound 130 traffic to turn left across the main highway via a new jughandle.

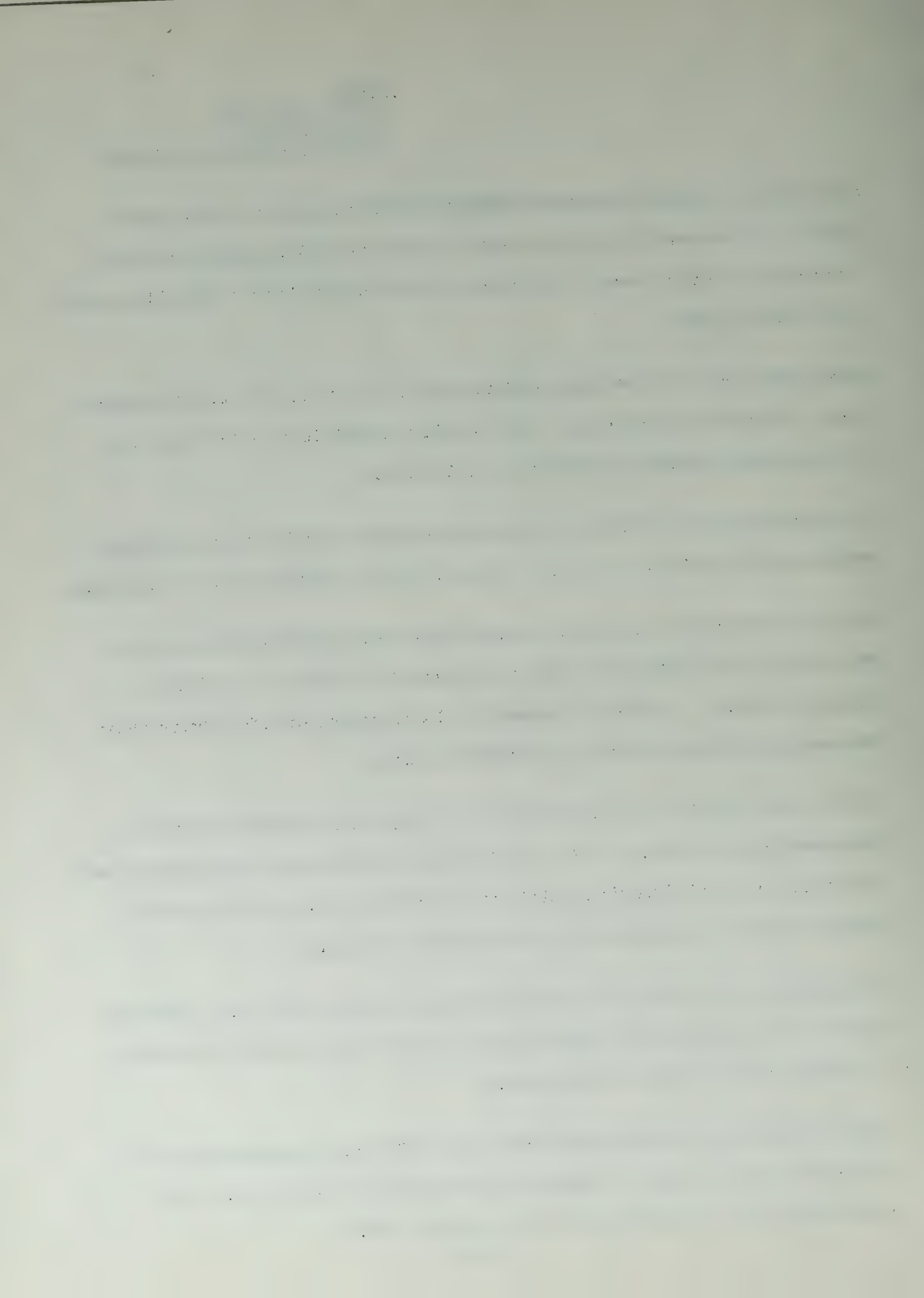
At the Browning Road intersection another light-controlled jughandle on the west side of the highway will permit southbound 130 traffic to turn into Lexington Avenue. A companion jughandle on the easterly side of the route at Merchantville Avenue will serve northbound traffic.

At Cove Road jughandles on each side of the highway will utilize portions of Wayne and Madison Avenues, and at Union Avenue completely new ramp roadways will be built as part of the two jughandles to be located there. Another set of signal-controlled jughandles is slated for Suckle Highway.

Two jughandles will permit all turning movements between Route 130, Levittown Parkway and Woodlane Road. Signal lights now operating here will be revised to include movements from the jughandles.

Highway Department plans also call for a set of "U" turn jughandles north of Willingboro Parkway where a jughandle is scheduled for construction. The northernmost set of jughandles will flank Beverly Road.

(more)



1961
ROUTE 130 - BIDS
Traffic Signals
Camden & Burlington Counties

Additional safety improvement work to be performed under the safety improvement project that was put under contract last month includes resurfacing the 1.1 mile stretch of worn Route 130 highway between the Airport circle and Terrace Avenue. The low center curbing in this area will be replaced with new concrete center barrier 32 inches high. Openings in the barrier will be at Marlton Pike and Drexel Avenue where jughandles were completed two years ago, and at Terrace Avenue.

From Browning Road to Union Avenue the low concrete center curb will be replaced with 32-inch high center barrier, and the highway's four lanes resurfaced with bituminous concrete. Within this area the center barrier will be continuous except at Browning Road, Merchantville Avenue, Cove Road, Union Avenue and Westfield Avenue.

Between Union Avenue and Haddonfield Road 19 center island openings will be closed in addition to constructing jughandles at Suckle Highway and Hilton Road.

Thirty center island openings between Cooper Street in Edgewater Park and Salem Road in Burlington will be closed, and a jughandle constructed at Willingboro Parkway in Levittown Township.

A \$1 million project completed last year saw 25 Route 130 intersections equipped with jughandles and more than 100 center island openings closed between Cinnaminson Avenue in Cinnaminson Township and Coopertown Road in Edgewater Park.

Now under construction is the \$2 million Routes 130-73 interchange in Cinnaminson and Pennsauken Townships which is scheduled for completion late this year.

(more)

1961
ROUTE 130 - BIDS
Traffic Signals
Camden & Burlington Counties

A project planned for the future will see improvements made on the 3,500 foot stretch of Route 130 which is centered on Federal Street and the Pennsylvania Railroad in Pennsauken Township.

The contract bid on today is scheduled for completion next December. All bids will be reviewed by State Highway engineers before the contract is awarded.

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61-N-28A

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IMMEDIATE RELEASE

1961
SNOW RULES

Trenton, Jan. 19 - The New Jersey State Highway Department today urged motorists to help keep highways open and free from traffic tie-ups during what may be a heavy snowstorm.

Preliminary reports indicate the storm could dump four to seven inches of snow on New Jersey by tonight.

Department officials said traffic movement during the storm could be eased if motorists would:

1. Make sure the gas tank is full, put on tire chains, and carry a shovel and bag of sand.
2. Stay in the proper lane -- do not cut across center islands or up one-way streets and ramps.
3. Give snow plows the right of way.
4. Avoid parking on main highways and thoroughfares.

A Department spokesman noted that sanding equipment and snow plows cannot clear the roads if they are jammed with stalled traffic.

If the traveling public is interested in traveling, he said, it will cooperate in preventing the jam-ups that occurred in New Jersey's northern metropolitan areas during the last heavy snowstorm on December 11.

(more)

1961
SNOW RULES

If a car must be abandoned by all means pull it off the road first.

The Highway Department's snow removal plan went into action at 6 a.m. this morning when some 2,000 Highway Department men were alerted. Shortly after 8 a.m. the first crews started sanding and cindering the highways in South Jersey. Camden crews started around 9 a.,. As the storm moves northward other crews will progressively go into action until the entire force is engaged.

Snow control headquarters in Trenton will be staffed around the clock to dispatch crews and equipment by radio to critical areas. The Department also has in reserve a force of 900 men employed by 88 private contractors who have 450 trucks ready to go in 128 snow sections throughout the state.

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It is not to be abandoned by all means until it is the road first.

The Highway Department's snow removal plan was into action at 6 a.m. this morning when about 1,500 Highway Department men were alerted. Shortly after 8 a.m. the first crews started working and clearing the highways in South Jersey. Crews were alerted around 8 a.m. as the snow moved northward. Other crews will progressively go into action until the entire force is engaged.

Snow control headquarters in Trenton will be alerted around the clock to dispatch crews and equipment by radio to critical areas. The Department also has in reserve a force of 500 men assigned by 32 private contractors who have 150 trucks ready to go in 15 minutes throughout the state.

